

Sales Tax Committee Agenda

October 11, 2012

4:00 p.m.

Leon County LeRoy Collins Main Library

First Floor Program Room

200 West Park Avenue

Item #	Agenda Topic
1.	Citizens to be Heard
2.	Approval of Summary Minutes for the September 27, 2012 Meeting of the Leon County Sales Tax Committee
3.	<i>Requested Information from the Committee:</i> Tentative Timeline for "Community Meetings"
4.	Additional Project Identification by Committee Members
5.	Presentation on the Leon County Infrastructure Projects for the Sales Tax Committee's Consideration

Next Meeting Date:

When: *Thursday, October 25, 2012*

Where: First Floor Program Room, Leon County LeRoy Collins Main Library

Time: 4:00 p.m.

Main Discussion Topic: Presentation on City Infrastructure Projects for Sales Tax Committee's Consideration

Leon County Sales Tax Committee

Cover Sheet for Agenda #2

October 11, 2012

To: Members of the Leon County Sales Tax Committee

From: Alan Rosenzweig, Deputy County Administrator
Jay Townsend, Assistant City Manager
Wayne Tedder, Director, Department of P.L.A.C.E.
Cristina Paredes, Intergovernmental Affairs and Special Projects Coordinator

Title: Approval of Summary Minutes for the September 27, 2012 Meeting of the Leon County Sales Tax and Open House

Executive Summary:

This agenda item approves the summary minutes for the September 27, 2012 meeting of the Leon County Sales Tax Committee (Attachment #1).

Analysis:

Attachment #1 is the summary minutes for the Leon County Sales Tax Committee meeting held on September 27, 2012, 4:00 p.m. in the First Floor Program Room of the Main Library.

The Leon County Clerk of Courts Office maintains a voice recording of all meeting. A transcription of the meeting minutes will be provided by the Clerk's office upon request.

Options:

1. Approve the summary minutes for the September 27, 2012 meeting of the Leon County Sales Tax Committee.
2. Do not approve the summary minutes for the September 27, 2012 meeting of the Leon County Sales Tax Committee.
3. Committee Direction.

Recommendation:

Option #1

Attachment:

1. September 27, 2012 Summary Minutes

Sales Tax Committee Meeting

Summary Minutes

September 27, 2012

Absent members: *Mr. Terrance Hinson, Mr. Mark Tarmey, and Mr. Bill Tucker*

Meeting Began at 4:05

The Chairman reminded the Committee that Reverend R.B. Holmes resigned from the Sales Tax Committee and introduced Ms. Glenda Thorton as Mayor Mark's new appoint to the Sales Tax Committee. Ms. Thorton's appoint will be confirmed during the October 10, 2012 City Commission meeting.

Item #1: Consideration of the City, County, Economic Development Council, and Community Partners Proposal for Economic Development Portion of the Local Government Infrastructure Surtax

Ken Morris, Director of Economic Development and Business Partnerships for the County, continued his presentation from the August 23, 2012 meeting. Mr. Morris presented on the strengths of the proposal, and further explained the proposed economic development structure.

Upon the conclusion of the presentation, the members of the Economic Development Panel were introduced and spoke briefly on the importance of this issue in the community. The panel of community partners included: Dr. Jim Murdaugh, Tallahassee Community College, Mr. Keith Bowers, Florida A&M University, and Mr. John Fraser, Florida State University.

The Committee had an opportunity to discuss among themselves and ask questions of the panel. Several questions were asked about the proposed governing framework of the economic development. In addition, the Committee had several questions for the panel on incubators and funding for programs similar to the one located in at the University of Central Florida.

Due to other commitments, the panel concluded their presentation. After the panel left, the Committee continued to thoroughly discuss economic development and the proposal presented by Economic Development Council and County and City staff.

Ms. Henree Martin made motion to approve the proposed governance structure. Mr. Todd Sperry seconded. The Committee discussed the motion and during the discussion, Ms. Martin withdrew her motion.

Subsequently, the Chairman made a motion to ask Leon County, City of Tallahassee, Tallahassee Chamber of Commerce, members of the proposed E-TCC, and Economic Development Council, to present to the Committee at a future meeting with recommendations on what could be done with 10% of the sales tax proceeds. The motion was seconded by Ms. Henree Martin. The motion passed unanimously.

Item #2: Citizens to be Heard

Ms. Pam Hall addressed the committee regarding placemaking. She supported the discussion of establishing different incubators throughout the community to promote intellectual placemaking. Ms. Hall also urged the committee not to ignore this area's strong physical placemaking possibilities.

Ms. Sherry Kelly the Market District Merchants Association President, Mr. Warren Jones, Tallahassee Memorial Hospital CEO, Mr. Sam Varn, Market district Merchants Association Vice President presented the committee with the following Market District potential projects for consideration:

- Traffic Safety
- Public Spaces- pedestrian bridges, McClay storm water pond amenity
- Gateways-Visitor's center
- Signage
- Streetscape Beautification

Item #3: Approval of Summary Minutes for the August 23, 2012 Meeting of the Leon County Sales Tax Committee

Mr. Bill Peebles made a motion to approve the summary minutes for the August 23, 2012 meeting of the Sales Tax Committee. The motion was seconded by Mr. Todd Sperry. The motion passed unanimously.

Item #4: Preliminary Discussion Regarding the Decision Making Process for Project Evaluation

Mr. Alan Rosenzweig, Deputy County Administrator, discussed the proposed decision making process, and recommended a super majority vote to approve. Mr. Rosenzweig stated that throughout the process project may be added, deleted, or modified based on a simple majority vote. This will help ensure that the Committee's the final recommended project list properly balances the evaluation criteria with geographical diversity.

Mr. Curtis Richardson moved to approve the decision making process for project evaluation. The motion was seconded by Mr. William Messer. The motion passed unanimously. The approved decision making process is attached.

The committee requested the following groups be invited to future meetings and/or Open Houses to their potential projects for consideration. In addition, the Committee added a November 29th and January 10th meeting to their calendar in order to allow each group time to present to the Committee.

- | | |
|-----------------------------|-----------------------------------|
| ▪ FAMU, FSU, TCC regarding | ▪ Capital City Chamber |
| Infrastructure Improvements | ▪ Hispanic Chamber |
| ▪ StarMetro | ▪ Water Resources Committee |
| ▪ Airport | ▪ FDOT and BP 2000 funding issues |
| ▪ Gateways | ▪ Woodville Sewer Project |
| ▪ Performing Arts Center | ▪ Underground Utilities |
| ▪ Sports Complex | ▪ CRTPA |
| ▪ Convention Center | ▪ Leon County School Board |

Other Committee Business:

The Committee's next meeting will be held on Thursday, October 11, 2012 in the First Floor Program Room of the Main Library at 4pm.

The next Sales Tax Committee Open House will be held on Thursday, November 15, 2012 in the First Floor Program Room of the Main Library at 6pm.

Meeting Adjourned at 7:11p

Sales Tax Committee

Summary of the Project Evaluation and Decision Making Process

Note: Below is an overview and tentative timeline of the steps for the Project Evaluation and Decision Making Process. The dates below are tentative and subject to change.

September 27, 2012 Meeting

Step 1: Approve Project Evaluation and Decision Making Process: Steps #2 – Step #10 (*Supermajority vote – 2/3 of the membership*)

Step 2: Presentation and Discussion on the Proposed Framework for Sustainable Economic Development

October 11, 2012 Meeting

Step 3: Presentation on the County Infrastructure Projects for the Sales Tax Committee Consideration

October 25, 2012 Meeting

Step 3: (continued) Presentation on the City Infrastructure Projects for the Sales Tax Committee Consideration

Step 4: Establish and Finalize the Criteria for 'Blueprint Infrastructure' Project Evaluation (*Supermajority vote*)

November 15, 2012 Meeting

Open House Night

November 29, 2012 Meeting

Community and Informational Meetings

December 13, 2012 Meeting

Community and Informational Meetings

January 10, 2013 Meeting

Continue the Discussion on the Proposed Framework for Sustainable Economic Development

January 24, 2013 Meeting

Step 5: Economic Development and Determine the Preliminary Percentage for Economic Development (*Supermajority vote*)

Step 6: Establish Preliminary County/City Infrastructure Split

Step 7: 'Blueprint Infrastructure' Project Refinement (*Individual Prioritization*)

February 28, 2013 Meeting

Step 8: 'Blueprint Infrastructure' Project Ranking (*Individual Prioritization*)

March 28, 2013 Meeting

Step 9: 'Blueprint Infrastructure' Project Consideration and Ranking (*Supermajority vote*)

Step 10: Length of Sales Tax Extension (*Supermajority vote*)

For the Committee's Consideration after the March 28th, 2013 Meeting

- Additional Deliberations on Economic Development Framework and County/City Infrastructure Split (if necessary)
- Additional Deliberations on 'Blueprint Infrastructure' Project Rankings (if necessary)
- Open House Night
- Discussion on the Final Recommendations to the County/City Commissions

Sales Tax Committee

Project Evaluation and Decision Making Process

Step 1: Approve Project Evaluation and Decision Making Process (*Supermajority vote – 2/3 of the membership*)
The process must be approved by a supermajority vote – similar to votes taken during the Charter Review Committee process.

Step 2: Presentation and Discussion on the Proposed Framework for Sustainable Economic Development

Step 3: Presentation on the County and City Infrastructure Projects for the Sales Tax Committee Consideration

Step 4: Establish Criteria for ‘Blueprint Infrastructure’ Project Evaluation (*Supermajority vote*)
Staff recommends that the Committee develop a list of criteria to show how many of the ‘Blueprint Infrastructure’ projects offer a multi-use purpose in the community. The criteria should include measures that demonstrate how a project preserves and protects the community's quality of life, as well as supports and advances existing initiatives and policies regarding planning, transportation, water quality, environmental, and green space.

An example of the criteria that may be used to evaluate the ‘Blueprint Infrastructure’ projects is as follows (see Exhibit A for the criteria definitions):

- Complements BP2000 Project(s)
- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Core Infrastructure
- Water Quality Enhancements and Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements

Step 5: Consideration of Economic Development (*Supermajority vote*)
In order to determine the percentage of the sales tax that will be used for infrastructure projects, the Committee will decide what percentage (if any) of the sales tax extension will be set aside to fund economic development.

Step 5A: Determine the Preliminary Percentage for Economic Development (*Supermajority vote*)
If the Committee supports the use of funds for economic development, a preliminary percentage will need to be established prior to the start of the project evaluation. Additional deliberations would be scheduled for the Committee’s March 2013 meeting. The Committee may choose to modify the percentage rate at a later date by supermajority vote.

Step 6: Establish Preliminary County/City Infrastructure Split (*Supermajority vote*)

In order to determine the percentage of the sales tax that will be used for specific County/City infrastructure projects, the Committee will decide what percentage (if any) of the sales tax extension will be set aside to fund County/City infrastructure projects.

Step 6A: If the Committee supports the use of funds for County/City infrastructure, a preliminary rate should be established prior to the start of the project evaluation. Additional deliberations would be scheduled for the Committee's March 2013 meeting. The Committee may modify the percentage at a later date by supermajority vote.

Step 7: 'Blueprint Infrastructure' Project Refinement (*Individual Prioritization*)

Each individual Committee member will identify a subset of projects from the cumulative project list to move forward to the project evaluation process. Each Committee member will be given a list of the proposed projects and set amount of 'yes' votes, approximately 80% of the total number of projects. For example, if there are 30 projects, each member will receive 24 'yes' votes (Exhibit B is the template). Any projects receiving less than 10 votes (less than a majority of the 18 appointed members) will be eliminated.

The Committee may choose to add, delete, or reorder a project based on a majority vote. Staff will evaluate the projects on the list based on the criteria approved by the Committee during the September meeting.

Staff recommends that the Committee consider inviting groups to the Open House to provide additional information on projects that are being considered by the Committee.

Step 8: 'Blueprint Infrastructure' Project Ranking (*Individual Prioritization*)

Staff will provide the Committee with project information based on the criteria established at the September meeting. The Committee will have an opportunity to discuss the projects before individually ranking all of the projects in order of preference at the conclusion of the meeting (Exhibit C is the template). The Committee may choose to add, delete, or reorder a project based on a majority vote.

Prior to the meeting, staff will estimate the costs for each project.

Step 9: 'Blueprint Infrastructure' Project Consideration and Ranking (*Supermajority vote*)

Staff will present the projects as ranked by the Committee in two tiers to illustrate the projects that can be funded based on a 15-year sales tax extension and a 20-year sales tax extension (Exhibit D is the template). The Committee may choose to add, delete, or reorder a project based on a majority vote.

Step 10: Length of Sales Tax Extension (*Supermajority vote*)

The Committee will also consider the length of the Sales Tax Extension during this meeting to determine the amount of revenue available for the community projects.

Additional Items for the Committee's Consideration in Early 2013

- **Additional Deliberations on Economic Development Framework and County/City Infrastructure Split (if necessary)**
- **Additional Deliberations on 'Blueprint Infrastructure' Project Rankings (if necessary)**
- **Open House Night**
- **Discussion on the Final Recommendations to the County/City Commissions**

Criteria Definitions for Proposed Projects for the Sales Tax Extension

- **Comprehensive Plan:** The project supports one or more elements/goals of the Comprehensive Plan, which is the long-range statement of how and where growth and development in the community is to be located in the future. The elements of the plan relate to the social, economic, and physical aspects of future development. Each of the elements includes a number of goals, objectives, and policies that are to be applied to public and private land development. In addition, the Plan identifies mobility projects that will significantly benefit the overall transportation network.
- **Regional Mobility:** The project supports one or more goals of the Capital Regional Transportation Authority's regional mobility plan, which creates an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns.
- **Greenway Master Plan:** The project supports one or more goals of the current master greenway plan, which is a long-term vision for the local greenway system that incorporates a greenway trail network designed to provide increased connectivity between greenways, parks, and other public-access conservation areas.
- **Connectivity:** The project links current amenities, neighborhoods, and/or multi-modal nodes through sidewalks, multi-use paths, bike lanes, etc.
- **Complements BP2000 Project(s):** The project enhances and/or connects to a Blueprint 2000 project.
- **Water Quality Enhancements and Green Infrastructure:** The project acquires/enhances land for water quality, public recreation, conservation, or protection of natural resources that emphasizes integration of different functions on the same piece of land to support long-term sustainability.
- **Stormwater/Sewer Capacity Improvements:** The project increases the current level of service for stormwater runoff and sewer.
- **Transportation Capacity Improvements:** The project increases the current level of services of transportation (i.e. additional lanes, intersection improvements, etc). The level of service of a roadway indicates the capacity per unit of demand for the roadway. Below are the rankings used to indicate the degree of service:
 - **A** - Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
 - **B** - Is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.
 - **C** - Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
 - **D** - Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.
 - **E** - Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.
- **Core Infrastructure:** The project is any fixed capital asset associated with the construction, reconstruction, or improved public facility with a life expectancy of five years or more as well any related land acquisition, land improvement, design, and engineering costs (such as sidewalks, road improvements, stormwater/sewer improvements, public facilities, recreational areas, etc). In addition, core infrastructure includes construction, lease, or maintenance of, or provision of utilities or security for, facilities, of court-related functions pursuant to Florida Statutes 29.008.

**Sales Tax Infrastructure Projects
Step 5: Refinement Process**

Directions: Below is a list of 30 projects for your consideration. Only 24 projects may be selected. Six projects will be left blank. Place a "X" next to the 24 projects you would like to consider for evaluation.

Committee Member: David Smith

Project 1

Project 2

Project 3

Project 4

Project 5

Project 6

Project 7

Project 8

Project 9

Project 10

Project 11

Project 12

Project 13

Project 14

Project 15

Project 16

Project 17

Project 18

Project 19

Project 20

Project 21

Project 22

Project 23

Project 24

Project 25

Project 26

Project 27

Project 28

Project 29

Project 30

Sales Tax Infrastructure Projects

Step 5: Refinement Process Results

Directions: Below is a list of 30 projects for your consideration. Only 24 projects may be selected. Six projects will be left blank. Place a "X" next to the 24 projects you would like to consider for evaluation.

	Committee Member AA	Committee Member BB	Committee Member CC	Committee Member DD	Committee Member EE	Committee Member FF	Committee Member GG	Committee Member HH	Committee Member II	Committee Member JJ	Committee Member KK	Committee Member LL	Committee Member MM	Committee Member NN	Committee Member OO	Committee Member PP	Committee Member QQ	Committee Member RR	Number of Votes	Percentage of Votes
Project 11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	100.0%
Project 13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	100.0%
Project 16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	100.0%
Project 25	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	100.0%
Project 27	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	100.0%
Project 1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 8		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 12	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 6	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 26	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	17	94.4%
Project 5	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16	88.9%
Project 9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16	88.9%
Project 22	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	16	88.9%
Project 28		1	1	1		1	1	1	1	1	1	1	1	1		1	1	1	16	88.9%
Project 30	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1	16	88.9%
Project 3	1	1	1	1		1	1	1		1	1	1	1	1	1	1	1		15	83.3%
Project 4	1		1		1	1	1	1	1	1	1	1	1	1		1	1	1	15	83.3%
Project 17			1	1	1	1	1	1	1	1		1	1	1	1	1		1	15	83.3%
Project 24		1			1		1	1	1	1	1		1	1	1	1	1		15	83.3%
Project 2	1			1		1		1	1		1	1	1	1	1	1	1	1	15	83.3%
Project 15		1			1		1	1	1	1	1	1	1	1	1	1	1	1	14	77.8%
Project 18		1	1		1	1	1	1	1		1	1	1	1	1	1	1		14	77.8%
Project 20		1	1	1	1	1	1		1	1	1	1	1	1				1	13	72.2%
Project 7	1		1	1	1	1	1				1	1	1		1			1	11	61.1%
Project 14	1	1	1		1		1	1	1							1	1	1	10	55.6%
Project 10	1	1	1	1	1	1		1				1	1						9	50.0%
Project 21	1			1	1			1		1					1		1	1	8	44.4%
Project 29	1		1							1		1			1		1		6	33.3%

Sales Tax Infrastructure Projects
Step 7: Project Ranking

Directions: Below is a list of 27 projects for your consideration. Three projects were eliminated during the Project Refinement Process. Rank the projects in order of preference with "1" being the project you prefer the most and "27" being the project you prefer the least.

Committee Member: David Smith

Project 1

Project 2

Project 3

Project 4

Project 5

Project 6

Project 7

Project 8

Project 9

Project 11

Project 12

Project 13

Project 14

Project 15

Project 16

Project 17

Project 18

Project 19

Project 20

Project 22

Project 23

Project 24

Project 25

Project 26

Project 27

Project 28

Project 30

Note: These three projects were eliminate during Step 5.

Project 10

Project 21

Project 29

Sales Tax Infrastructure Projects

Step 7: Project Ranking Results

Directions: Below is the cumulative ranking of the 27 projects. Three projects were eliminated during the Project Refinement Process.

	Committee Member AA	Committee Member BB	Committee Member CC	Committee Member DD	Committee Member EE	Committee Member FF	Committee Member GG	Committee Member HH	Committee Member II	Committee Member JJ	Committee Member KK	Committee Member LL	Committee Member MM	Committee Member NN	Committee Member OO	Committee Member PP	Committee Member QQ	Committee Member RR	Cumulative Score	Avg. Ranking
Project 11	1	1	1	2	1	1	2	1	3	1	1	2	1	1	1	1	1	1	23	1
Project 13	2	2	2	4	3	2	3	2	2	2	3	4	3	2	2	2	2	2	44	2
Project 16	3	3	3	6	5	4	1	3	1	3	2	6	5	4	3	3	3	3	61	3
Project 25	4	4	4	8	4	3	4	4	4	5	5	8	4	3	4		4	4	87	4
Project 27	5	5	5	10	2	6	5	6	5	4	4	10	2	6	5	5	5	5	105	5
Project 1	6	6	6	1	6	5	6	5	6	7	7	1	6	5	6	6	6	5	96	5
Project 8	10	10	7	3	7	7	7	8	8	6		3	7	10	10	7	8	133	7	
Project 12	11	11	8	5	9	9	8	7	7	9	6		9	11	11	1	8	7	150	8
Project 19	12	12	9	7	8	8	9	9	12	8	9	7		8	12	12	9	9	168	9
Project 5	7	7	11	12	10	10	11	10	9	15	12	7	10	7	7	7	11	10	179	10
Project 6	8	8	12	14	13	12	12	11	8		10	14	13	12	8	8	12	11	200	11
Project 23	13	13	10	9	11	11	10	12	11	1	11	9	11	11	13	13	10	12	201	11
Project 9	9	9	13	16	12	14	13	15		10	1	16	12	14	9	9	13	15	232	13
Project 22	14	14	14	18		13			14		13	18	15	13	14	14	14	14	259	14
Project 28	15	15	15	13	14		15	13	8	16	15	13	14	15	15	15	15	13	259	14
Project 30	16	16	16	15	1	16	16	16	18	15	16	15	16	16	16	16	16	16	287	16
Project 4	18	18	18	11	1	18	18	7	20	18	20	11	17	18	18	18	18	17	310	17
Project 3	17		17				17	18	23	17	17	17	18	17	17	17	17	18	316	18
Project 17		19	19	19	21	20	27	19	21	19	19	19	21	20	19	19	19	19	358	20
Project 24	20	20		21	20	9	20	21	15	24	18	21	20	19	20	20	20	21	359	20
Project 26	21	21	21	22		22	21	20	24	20	21	22	22	22	21	21	21	20	384	21
Project 2	22	22	22		23	21	22	23	16	25	23	20	23	21	22	22	22	23	392	22
Project 15	23	23	23	24	19	23	23	22	17	27	22	24	19	23	23	23	23	22	403	22
Project 18	24	24	24	25	24	24	24	24	22	23	25	25	24	24	24	24	24	24	432	24
Project 20	25	25	25	23	26	25	25	26	25	21	24	23	26	25	25	25	25	26	445	25
Project 14	27	27	27	26	25	27	19	27	27	22	27	26	25	27	27	27	27	27	467	26
Project 7	26	26	26	27	27	26	26	25	26	26	26	27	27	26	26	26	26	25	470	26

Sales Tax Infrastructure Projects
Step 8: Project Consideration & Ranking
and
Step 9: Length of Sales Tax Extension

Directions: Below is the cumulative ranking of the 27 projects, as a result of Step 7, along with their estimated costs. The two bold horizontal lines illustrate the amount of sales tax proceeds over a 15-year and 20-year extension relative to the Committee's project rankings in order to complete these 'Blueprint' projects. The Committee may choose to add, delete, or reorder a project based on a supermajority vote.

	Avg. Ranking	Project Cost (millions)	Cumulative Total	
Project 11	1	\$17,300,000.00		
Project 13	2	\$23,000,000.00	\$40,300,000.00	
Project 16	3	\$55,600,000.00	\$95,900,000.00	
Project 25	4	\$20,300,000.00	\$116,200,000.00	
Project 27	5	\$150,070,000.00	\$266,270,000.00	
Project 1	5	\$3,000,000.00	\$270,000.00	
Project 8	7	\$10,900,000.00	\$280,900,000.00	
Project 12	8	\$9,000,000.00	\$289,900,000.00	
Project 19	9	\$13,050,000.00	\$302,950,000.00	
Project 5	10	\$12,050,000.00	\$314,200,000.00	15 Years
Project 6	11	\$32,200,000.00	\$347,470,000.00	
Project 23	11	\$5,000,000.00	\$352,470,000.00	
Project 9	13	\$1,100,000.00	\$353,570,000.00	
Project 22	14	\$55,000,000.00	\$407,170,000.00	
Project 28	14	\$900,000.00	\$408,070,000.00	20 Years
Project 30	16	\$3,000,000.00	\$471,070,000.00	
Project 4	17	\$30,200,000.00	\$501,270,000.00	
Project 3	18	\$10,900,000.00	\$512,170,000.00	
Project 17	19	\$9,050,000.00	\$521,220,000.00	
Project 24	20	\$9,000,000.00	\$530,220,000.00	
Project 26	21	\$41,700,000.00	\$571,920,000.00	
Project 2	22	\$13,050,000.00	\$584,970,000.00	
Project 15	22	\$33,200,000.00	\$618,170,000.00	
Project 18	24	\$5,000,000.00	\$623,170,000.00	
Project 20	25	\$10,900,000.00	\$634,070,000.00	
Project 14	26	\$9,050,000.00	\$643,120,000.00	
Project 7	26	\$9,000,000.00	\$652,120,000.00	
\$652,120,000.00				

Agenda Item #3
Sales Tax Committee: *Community Meetings*

Groups	Tentative Meeting Date
Gateways	October 11th
Gateways	October 25th
StarMetro	October 25th
Airport	October 25th
Underground Utilities	October 25th
Lake Bradford Gateway	October 25th
Regional Transportation Issues	November 15th
FDOT and BP2000 Funding Issues	November 15th
Tennessee Pedestrian Safety	November 15th
Homeowner Associations	November 15th
Water Resources Committee	November 29th
Killearn Estates HOA	November 29th
Capital City Chamber	November 29th
Florida Hispanic Professionals Association	November 29th
Leon County Schools Board	November 29th
FAMU	November 29th
TCC	November 29th
FSU	November 29th
Convention Center	December 13th
Sports Complex	December 13th
Performing Arts Center	December 13th

**Board of County Commissioners
Leon County, Florida**

**WORKSHOP TO CONSIDER
CAPITAL PROJECTS FOR PRESENTATION TO THE
SALES TAX COMMITTEE**

June 26, 2012



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Leon County
Board of County Commissioners
Workshop Cover Sheet
June 26, 2012

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Workshop to Consider Capital Projects for Presentation to the Sales Tax Committee

County Administrator Review and Approval:	Vincent S. Long, County Administrator
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Fiscal Impact:

The existing sales tax expires in December 2019. The sales tax currently generates approximately \$35 million annually.

Staff Recommendation:

- Option #1: Accept the report on capital projects and direct staff to present the capital projects to the Sales Tax Committee (Attachments #1 through 15).
- Option #2: Provide additional direction to staff on other projects that should be presented to the Sales Tax Committee.
- Option #3: Direct staff to present the operations and maintenance of parks as an eligible expenditure to the Sales Tax Committee.
- Option #4: As requested by the Committee, authorize the Committee to meet until June 30, 2013 or upon the completion of its report, whichever comes first.

Report and Discussion

Background:

Currently, the existing one-cent infrastructure sales tax is levied for a period of 15 years and expires on December 31, 2019. The sales tax generates approximately \$35 million annually. Pursuant to an existing interlocal agreement, the County and City created the Intergovernmental Agency commonly referred to as Blueprint 2000 to oversee the utilization of 80% of the proceeds; the balance (20%) is shared equally between the County and the City. The intergovernmental agency consists of the entire County and City Commissions. Although the Blueprint 2000 effort caused the deferral of many County infrastructure needs, the community was able to focus on high priority projects that addressed transportation, stormwater, and environmental needs throughout the county.

This workshop addresses the following:

- Reviews past Board action on projects that should be included as part of any future discussion on the sales tax extension
- Status update Sales Tax Committee's progress
- Considers capital projects for presentation to the Sales Tax Committee based on past Board direction. These projects were developed using the Blueprint 2000 philosophy regarding infrastructure planning that preserves, protects, and enhances the community's quality of life. This philosophy means the proposed projects utilize a holistic planning approach to stormwater/flood management, water quality, mobility, greenway development, connectivity/accessibility, and improved land use compatibility with adjacent land uses. For example, stormwater ponds become multi-use through reduced side slope design, integration of trail and path access, seating and lighting, landscaping and recreation features. County staff utilized this information as the basis for developing project evaluation criteria. Several of the proposed projects include a number of 'must do' County infrastructure projects given the deferral of the sales tax revenue stream towards the existing Blueprint effort. Although these projects are being presented by the County, this does not mean they will be funded through the County's share of the sales tax proceeds. The actual funding determination for the projects (County share versus being a Blueprint project) will be evaluated by the Committee.

Analysis:

The analysis section of the workshop is organized as follows:

- Past Board Actions
- Local Government Infrastructure Surtax Statutes
- Sales Tax Committee Process
- Consideration of Capital Projects for the Local Government Infrastructure Sales Surtax
- Next Steps

Past Board Action

On April 26, 2011 the Board ratified the actions taken during the April 12, 2011 workshop to address the extension of the infrastructure tax beyond December 2019 (Attachment #16). As part of the ratification, the Board directed staff to include the following list of projects as part of any future discussion related to the infrastructure sales tax extension:

- a. Sewer projects consistent with the City's Master plan as amended by the Board
- b. Private dirt road paving, contingent upon a defined road selection process
- c. Bannerman Road widening
- d. Tharpe Street widening
- e. County facility maintenance
- f. County road resurfacing and intersection/safety projects
- g. Fairgrounds relocation
- h. Economic development
- i. On-going maintenance of park projects developed through the sales tax extension
- j. Highway 20
- k. Springhill Road
- l. Tier 2 projects from the original infrastructure sales tax list

Subsequently, the Board established the Leon County Sales Tax Committee (Committee) (Attachment #17). The Board, along with the City of Tallahassee and community partners, appointed 18 citizens to serve on this committee. The Committee's charge is to collect public input and make recommendations regarding public policy for the infrastructure sales tax issues within Leon County. The Committee held its first meeting in January and has spent the last five months gathering information on the community, past sales tax projects, the statutes governing the local government infrastructure surtax, and hosted its first open house for public input. This fall the Committee will begin its project development and evaluation. Prior to the Committee's deliberation and project development, there are two components which require additional guidance for Committee consideration: economic development and recommended County/City capital projects.

During the April 12, 2011 workshop, the Board directed staff to prepare a separate workshop item regarding the economic development component of the sales tax extension for Board consideration. Florida Statutes 212.055(2)(d) allows for up to 15% of the one-cent infrastructure tax to be deposited into a trust fund for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The workshop on economic development will be held on Tuesday, July 10, 2012.

Local Government Infrastructure Surtax

The imposition and usage of the local government infrastructure surtax is governed by FS 212.055(2) (Attachment #18). As presented to the Board at the April 12, 2011 workshop, the following is a brief summary of the statutory provisions summarizing the eligible uses of the tax:

- o Finance, plan, and construct infrastructure; to acquire land for public recreation, conservation, or protection of natural resources, or to finance the closure of solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection.
- o In general, infrastructure means any capital expenditure associated with reconstruction, construction, or improvement of a public facility that have a life expectancy of 5 or more years, including land acquisition, land improvement, design and engineering. Public safety vehicles with a life expectancy of 5 or more years are eligible.
- o Needs of the Court System (FS 29.008): such as construction, lease, or maintenance of, or provision of utilities or security for, facilities.

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- Other eligible expenditures and the associated rules relate to investment in private facilities for emergency shelter/staging area for emergency response and residential housing units.
 - Up to 15% may be deposited into a trust fund with the County's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation if proceeds are to be used for this purpose.
 - For a County having a population greater than 75,000 in which the taxable value of real property is less than 60 percent of the just value of real property then the proceeds may be used for the operation and maintenance of parks and recreation facilities established with the proceeds of the surtax throughout the duration of the surtax levy. For the most recent year, the County's just value was \$24.7 billion and the taxable value was \$13.9 billion or 56%.
 - During the 2012 legislative session, the Legislature passed HB 7117 a renewable energy bill expanding the usage of local government infrastructure surtax, which subsequently became law. HB 7117 expanded the statutes governing the local government infrastructure surtax to include the ability to provide loans, grants, or rebates to residential and commercial property owners who make energy efficiency improvements to their property if a local government ordinance authorizing such use under the surtax is approved by referendum.
 - The proceeds may not be used for the operational expenses of the infrastructure improvements.

Sales Tax Committee Process

On September 13, 2011, the Board adopted the enacting resolution to establish the Leon County Sales Tax Committee (Committee). The Committee is a group of 18 citizens appointed by Leon County Board of County Commissioners and City of Tallahassee Commissioners representing a broad cross section of our community and include representatives from the Greater Tallahassee Chamber of Commerce, Capital City Chamber of Commerce, Blueprint 2000 Citizen Advisory Committee, and the Economic and Environmental Consensus Committee. Pursuant to the resolution, the committee will meet for a period of one year from the enacting date of resolution (September 13, 2012), which may be extended by the Board if additional time is requested.

On January 26, 2012, the Leon County Sales Tax Committee convened its first meeting. The Committee's charge is to collect public input and make recommendations regarding public policy for the infrastructure sales tax issues within Leon County. The Committee shall make final recommendations to the Board of County Commissioners and the City Commission in the form of a written report, workshop, or other means that shall include: (1) recommendations as to the timing of the infrastructure sales tax referendum, if any; and (2) a review that contains advisory feedback on the projects considered by the committee.

Since its first meeting the Committee has been spent the last five months on the following:

- Reviewing the enabling resolution, sunshine laws, and statutory framework on the sales tax
- Reviewing Blueprint 2000 background and organization structure
- Comparing implementation of the local government infrastructure sales tax in other counties
- Reviewing Blueprint 2000, County, and City projects funded with sales tax dollars
- Reviewing the ability to use sales tax dollars for operating impacts of parks
- Reviewing changes to the statutes that govern the local infrastructure sales tax
- Reviewing of the Comprehensive Plan and Community Profile

In addition, the Committee hosted its first open house on April 26, 2012 to give the public the opportunity to provide their input and recommendations on the future projects for Committee consideration. Invitations were extended to Florida State University, Florida A&M University, Tallahassee Community College, Capital City Chamber, the Greater Tallahassee Chamber, all residents, and neighborhood associations. The Committee is committed to engaging the public during this process and has reserved the first item on each agenda to allow the community time to voice their comments, recommendations, or preferred projects for consideration.

Throughout the Committee's information gathering process and the first open house, a series of projects have been identified and placed on the list for the Committee to consider during the project development and evaluation process. Included on the lists of projects are the Blueprint 2000 Tier 2 projects (including Springhill Road, Capital Circle Southwest from Orange Avenue to Crawfordville) and several projects identified by the community. Table #1 lists the projects that have been brought to the Committee for consideration to date.

Table #1: Projects Currently Presented to the Committee for Consideration (as of May 2012)

Project Identified By	Project Name
Citizen	North Monroe Corridor: Gateway into Tallahassee
Citizen	Woodville Sewer Project
Citizen	Economic Development
Citizen	Florida Center of Performing Arts and Education
Citizen	Monroe-Adams Corridor: Southside Sense of Place
Citizen	Canopy Roads Legacy Projects
Citizen	Killearn Estates Stormwater Pond Management
Citizen	Ox Bottom Manor Sidewalks
Citizen	Meadow Ridge Drive Park Build out
Citizen	Water Quality Projects
Citizen	Meridian Road Greenway
Citizen	Tennessee Street and Pedestrian Safety Enhancement
Citizen	Oak Ridge Sewer Project
Blueprint 2000	Widen Capital Circle SW: Springhill Road to Crawfordville
Blueprint 2000	Springhill Road to Indianhead Acres: Right of Way, Construction, Stormwater Improvements; Greenway and Trail Developments
Blueprint 2000	Airport Gateway: Connector from Capitol Circle SW to Lake Bradford
Blueprint 2000	Extension of Jackson Bluff Road
Blueprint 2000	Lake Lafayette Stormwater Improvements and Trailhead Developments
Blueprint 2000	Phase II: Eastern Leon County Groundwater and Floodplain Protection
Blueprint 2000	Ochlockonee River Basins: Stormwater Improvements, Groundwater Protection, and Greenway Acquisition
Blueprint 2000	Greenway Connections Timberlane Ravine to Klapp-Phipps Overstreet Park
Blueprint 2000	Phase II: Water Quality Program
Blueprint 2000	Lake Lafayette Basin Improvements and Floodplain Protection
Blueprint 2000	Service Road (Capital Circle NW)
Blueprint 2000	Black Swamp Restoration, Regional Pond & Cascades to Munson Slough Greenway Trail Developments
Blueprint 2000	Tram Road ROW and Construction Interchange at Crawfordville

As mentioned previously, this workshop considers capital projects for presentation to the Sales Tax Committee based on the Board's direction during the April 12, 2011 workshop. The City staff is also conducting a similar process and it is anticipated that staff will present their capital projects to the Commission for consideration on Monday, July 9, 2012.

Consideration of Capital Projects for the Local Government Infrastructure Sales Surtax

The existing sales tax addressed a number of projects that involved improvements to state roads or large projects that involved multiple political jurisdictions. As such, the utilization of an intergovernmental entity such as Blueprint 2000 was essential in delivering the oversight of the construction projects. As the result of committing 80% of the current sales tax to Blueprint 2000 projects, County infrastructure needs have continued to lag.

As discussed previously, the Board ratified the actions taken during the April 12, 2011 workshop to address the extension of the infrastructure tax beyond December 2019. As part of the ratification, the Board directed staff to include a list of projects as part of any future discussion related to the infrastructure sales tax extension. Based on the Board's direction, staff continued to refine the list of projects to ensure that each project meets certain criteria which utilized the Blueprint philosophy and encompassed a holistic approach to address the needs of the community as well as infrastructure enhancements and improvements. This effort has produced a list that is consistent with the previous Economic and Environmental Consensus Committee efforts, while also focusing on some of the County's most significant infrastructure deficiencies, given the deferral of this revenue stream towards the Blueprint effort.

An interdisciplinary project team of staff from the following departments were convened for the past six months to develop the project scopes and criteria:

- County Administration
- Office of Economic Development and Business Partnerships
- Planning, Land Management and Community Enhancement (PLACE)
- Public Works Engineering
- Public Works Stormwater
- Parks and Recreation
- Office of Financial Stewardship
- Facilities Management
- Department of Developmental Support and Environmental Management

The proposed projects were developed using the Blueprint philosophy: a holistic planning approach to stormwater/flood management, water quality, mobility, greenway development, connectivity/accessibility, and improved land use compatibility with adjacent land uses. Department of PLACE created maps which visually depict the holistic nature of the proposed projects and reflect this comprehensive approach. These maps illustrate which projects link to Blueprint 2000 projects, stormwater/water quality/transportation improvements, gateway features, sense of place initiatives, and embrace existing policies of the Board. This extensive and exhaustive effort provides the Board and the Sales Tax Committee a comprehensive list for consideration.

Staff also developed a list of criteria to show how many of projects utilize a multi-use purpose. The criteria were developed using measures that preserve and protect the community's quality of life, as well as support and advance existing initiatives and policies regarding planning, transportation, water quality, environmental, and green space. The evaluation criteria developed and utilized by staff to describe each project is below:

- Complements BP2000 Project(s): The project enhances and/or connects to a Blueprint 2000 project.
- Comprehensive Plan: The project supports one or more elements/goals of the Comprehensive Plan, which is the long-range statement of how and where growth and development in the community are to be located in the future. The elements of the plan relate to the social, economic, and physical aspects of future development. Each of the elements includes a number of goals, objectives, and policies that are to be applied to public and private land development. In addition, the Plan identifies mobility projects that will significantly benefit the overall transportation network.
- Regional Mobility: The project supports one or more goals of the Capital Regional Transportation Planning Agency's regional mobility plan, which creates an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development, and maintaining a high quality of life with sustainable development patterns.
- Greenway Master Plan: The project supports one or more goals of the current master greenway plan, which is a long-term vision for the local greenway system that incorporates a greenway trail network designed to provide increased connectivity between greenways, parks, and other public-access conservation areas.
- Connectivity: The project links current amenities, neighborhoods, and/or multi-modal nodes through sidewalks, multi-use paths, bike lanes, etc.
- Water Quality Enhancements and Green Infrastructure: The project acquires/enhances land for water quality, public recreation, conservation, or protection of natural resources that emphasizes integration of different functions on the same piece of land to support long-term sustainability.
- Stormwater/Sewer Capacity Improvements: The project increases the current level of service for stormwater management and sanitary sewer.
- Transportation Capacity Improvements: The project increases the current level of services of transportation (i.e. additional lanes, intersection improvements, etc). The level of service of a roadway indicates the capacity per unit of demand for the roadway. Below are the rankings used to indicate the degree of service:
 - **A** - Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
 - **B** - Is in the range of stable flow, but other users in the traffic stream begin to be noticeable.
 - **C** - Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
 - **D** - Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted.
 - **E** - Represents operating conditions at or near the capacity level. All speeds are reduced. Freedom to maneuver within the traffic stream is extremely difficult.

- Core Infrastructure: The project is any fixed capital asset associated with the construction, reconstruction, or improved public facility with a life expectancy of five years or more as well as any related land acquisition, land improvement, design, and engineering costs (such as sidewalks, road improvements, stormwater/sewer improvements, public facilities, recreational areas, etc). In addition, core infrastructure includes construction, lease, or maintenance of, or provision of utilities or security for, facilities, of court-related functions pursuant to Florida Statutes 29.008.

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Table #2 is the Project Matrix which show which criteria the project meets. Each project description sheet addresses the criteria and explains in detail how the project will fulfill the criterion (Attachments #1-15). The projects are summarized below the matrix.

Table 2: Project Criteria for Sales Tax Extension Proposed Projects

Project Title	Comp Plan	Regional Mobility	Greenway Master Plan	Connectivity	Complements Blueprint 2000 Project(s)	Water Quality Enhancements and Green Infrastructure	Stormwater & Sewer Capacity Improvements	Transportation Capacity Improvements	Core Infrastructure
Northeast Connector Corridor	•	•	•	•		•		•	•
Lake Jackson Preservation and Mobility Enhancements	•	•	•	•		•	•		•
Northwest Connector Corridor	•	•	•	•	•	•	•	•	•
Westside Student Corridor Enhancements and Flood Relief	•	•	•	•	•	•	•	•	•
Pine Flats Trail (Expansion of Lower Cascades)	•	•	•	•	•	•	•		•
Southside Gateway Enrichment	•	•	•	•	•	•	•	•	•
Lake Lafayette and St. Marks Regional Linear Park	•	•	•	•	•	•	•		•
The Market District Activity Center Connectivity	•	•	•	•		•	•		•
Centerville Trace Water Resources	•					•	•		•
Woodville Water Quality	•					•	•		•
Additional Sidewalks and Mobility Improvements	•	•	•	•	•				•
County Intersections and Safety Improvements	•	•			•				•
County Road Resurfacing	•	•		•					•
County Facilities Improvements									•
Private Dirt Road Paving Program	•	•		•		•	•	•	•

Northeast Connector Corridor (Attachment #1): This project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities, and enhances the water quality of the Bradfordville area. The project constructs the northern portion of the Meridian Road Trail which will connect to the future Orchard Pond Road. This connection provides an efficient route between the Northeast to the Northwest existing pedestrian and bike networks. This project includes the widening of Bannerman Road (Thomasville to Tekesta) to four lanes as well as constructs a multi-use path along the entire roadway to connect to regional amenities. This roadway has been identified as a significant benefits project. To date the County has spent in excess of \$1 million on the preliminary design study and reached out to area residents for their comments on the proposed corridor study. The Northeast Connector Corridor project meets seven out of the nine criteria and is estimated to cost \$36.2 million.

Lake Jackson Preservation and Mobility Enhancements (Attachment #2): This project seeks to reduce nutrient loading, improve lake water quality, and preserve a treasured natural amenity in the unincorporated county designated as an 'Outstanding Florida Waterbody' while implementing a portion of the Lake Jackson Greenways. This project provides additional bike and pedestrian interconnections and links to existing trails to County and State parks, including Lake Jackson. The project restores the eastern shore ecosystem of the lake through the acquisition of 275 acres of vacant property. Finally, this project provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges. The Harbinwood subdivision is a sewer target area identified in the Water and Sewer Agreement between the City and County. This area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project. The Lake Jackson Preservation and Mobility Enhancement project meets seven of the nine criteria and is estimated to cost \$30 million. (Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Northwest Connector Corridor (Attachment #3): This project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. Tharpe Street is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population. To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor. In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital

Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground. The Northwest Connector Corridor project meets all nine of the criteria and is estimated to cost \$56.9 million.

Westside Student Corridor Enhancements and Flood Relief (Attachment #4): This project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. The project creates a southwest gateway for the community by linking the improved Capital Circle corridor to the urban core while widening Highway 20 from Capital Circle to Appleyard. The project supports the multi-modal transportation and enhanced access to public transit. The project relieves stormwater runoff in the Gum Creek/West Drainage Ditch that contributes to flooding issues in the Tallahassee Community College area and the Gum Road Target Planning Area. In addition, the project constructs sidewalks on Gum, Aeon Church, and Dome Level Roads creating safe and convenient mobility access for the residents of area. Another mobility enhancement aspect of this project is the implementation of the western segment of the Education Quadrant Greenways. The construction of the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning to the facilities at Innovation Park. The Westside Student Corridor Enhancements and Flood Relief project meets all of the nine criteria and is estimated to cost \$29 million.

Pine Flats Trail – Expansion of Lower Cascades (Attachment #5): This project incorporates a holistic approach to regional mobility and connectivity to existing/proposed amenities (including Blueprint 2000 projects) as well as increases stormwater capacity thereby addressing flooding concerns to 400 properties in the area. The project provides unpaved trail connectivity for pedestrians and bicyclists by creating a greenway corridor from the existing Cascades Trail system to the St. Marks Trail and National Forest trails. This trail system greatly enhances the interconnectivity of the county and implements a portion of the Lower Capital Cascades Greenway Project from the adopted Greenways Master Plan. The southern trail section reestablishes the former river bed, containing the floodwaters which will prevent flooding of almost 400 home sites and their associated septic tanks. The restoration of the 8-Mile Pond improves not only the stormwater flow-way but also supports the ecosystem restoration of this area by further reducing pollutant loads to the aquifer at Ames Sink. The Pine Flats Trail – Expansion of Lower Cascades project meets eight out of the nine criteria and is estimated to cost \$17 million.

Southside Gateway Enrichment (Attachment #6): This project enhances regional mobility and connectivity, increases the viability of this southern commercial gateway corridor, and supports the goal of economic revitalization to the southside of Tallahassee. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. The project enhances transportation capacity by widening Woodville Highway (from Capital Circle to Gaile Avenue) to four lanes. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, and increases opportunities for public transit. In addition the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway feature into the southside of Tallahassee. The project replaces a grey landscape of asphalt and concrete along Crawfordville Highway with landscaped medians and roadsides and adds greenspace for stormwater ponds

improvements. Finally, the project promotes multimodal connectivity by building bike connections along Ross Road, linking Woodville and Crawfordville Highways, and constructing sidewalks along the eastside of Shelfer Road in order link the high density residential to the surrounding multimodal connections. The Southside Gateway Enrichment project meets all of the nine criteria and is estimated to cost \$29.7 million.

Lake Lafayette and St. Marks Linear Regional Park (Attachment #7): This project incorporates a holistic approach to regional mobility and connectivity to existing/proposed recreational amenities (including Blueprint 2000 projects) as well as conducts a critical analysis of the St. Marks flood waters. The project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and board walks, many of which are identified in the Greenway Master Plan. The project also constructs a sidewalk along Chaires Crossroad providing safe pedestrian access from adjacent residential areas to Chaires elementary school, community center, recreation center and the myriad of interlinks to other regional amenities. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park as well as incorporate ecosystem restoration through the removal of invasive and exotic vegetation. The project also funds the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County from the federal government. Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space. Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins which has the potential to provide flood insurance relief to property owners east of Chaires Crossroad. The Lake Lafayette and St. Marks Linear Regional Park meets eight of the nine criteria and is estimated to cost \$18.3 million.

The Market District Activity Center Connectivity (Attachment #8): This project encompasses a holistic approach to transportation capacity improvements, regional mobility, and connectivity to existing/proposed amenities in The Market District (District). The District is home to numerous local businesses and Maclay Gardens, with several neighborhoods within easy walking distance. Many aspects of this projects focus on connecting the residential and commercial components of the area. The project includes multiple infrastructure projects throughout the regional hub located at the intersections of Interstate 10, Thomasville Road, and Capital Circle NE. The overall project would be a joint effort between the County and the City. The County's improvements to the area are the construction of the north North-South multi-use trail connecting Timberlane Road to Maclay Gardens State Park, with eastward connection to Maclay Boulevard. This trail provides a critical greenway corridor linking Maclay Gardens State Park and Timberlane trails just north of Interstate 10. The joint County/City improvements would include gateway features and signage at the four entry locations, the sidewalk on Timberland School Road, and streetscaping in the District. The Market District Activity Center Connectivity project meets seven of the nine criteria and the County's portion of this project is estimated to be \$1.6 million.

Centerville Trace Water Resources (Attachment #9): The Centerville Trace Water Resources project addresses a sewer target area identified in the 2030 Master Sewer Plan. The Centerville Trace subdivision is also a sewer target area identified in the Water and Sewer Agreement between the City and County. The 167-lot subdivision is located in northeast Tallahassee, with less than the 1/2-acre lot size required by current state standards. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems that can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Dove Pond. The Centerville Trace Water Resources project meets four of the nine criteria and is estimated to cost \$5 million. (Note: This estimate does not include the individual landowner sewer connection costs. The City and County may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Woodville Water Quality (Attachment #10): This project implements direction provided in the Comprehensive Plan and external reports on the protection of Wakulla Springs. Septic systems in the Woodville area of Leon County have been identified as a major source of nitrate loading to the groundwater and Wakulla Springs. Wakulla Springs is a first magnitude spring and is the longest and deepest known submerged freshwater cave system in the world. Located just five miles south of the Leon County line, Wakulla Springs is an important part of the regional culture and recreational economy. The proposed project includes three components to help reduce existing nitrate loading and manage flooding issues for future development in the area: 1) Woodville Recharge Basin Flood Study (\$1.3 million); 2) Woodville Rural Community Advanced Wastewater Treatment Service (\$24.5 million) and; 3) Urban Fringe West of Woodville Advanced Wastewater Treatment Service (\$33.4 million). This project may also include the acquisition of the Chason Wood property for environmental preservation. However, the Intergovernmental Agency may wish to acquire this property through the existing Blueprint 2000's Sensitive Lands account. The Woodville Water Quality project meets four of the nine criteria and is estimated to cost \$59.2 million. (Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Additional Sidewalks and Mobility Improvements (Attachment #11): This project is for the construction of sidewalks to enhance pedestrian mobility by providing pedestrian linkages along county roadways. Constructing sidewalks may help provide safe routes to schools as well as pedestrian access to parks and other greenspace area. The proposed sidewalks also may connect neighborhoods to other local amenities such as libraries, parks, commercial areas, and other neighborhoods. The sidewalks in this project are in addition to any sidewalk identified in the other projects presented. The Additional Sidewalks and Mobility Improvements project meets six out of the nine criteria and are estimated to cost \$46.9 million.

County Intersections Safety and Improvements (Attachment #12): This project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. Intersection improvements can also have significant impacts on the capacity of road sections as it relates to concurrency management. Occasionally, improvements can be coordinated with improvements being performed by other governmental agencies such as the Florida Department of Transportation and the City of Tallahassee. The County Intersections Safety and Improvements project meets four out of the nine criteria and is estimated to cost \$5.8 million.

County Road Resurfacing Program (Attachment #13): This project is for the County's on-going road resurfacing programs. Best practices indicate that the County should resurface arterial roads every 8 years (33.9 miles per year), local roads every 12 years (23.3 per year), and public access roads as needed. However, given funding constraints, the County does not anticipate being able to maintain this schedule. The current gas tax revenues do not provide any funds towards the County's resurfacing program or intersection/safety improvements. The road resurfacing program is supported through the balance of funds remaining from the prior infrastructure sales tax. This allocation occurred in FY2008 when the County recommitted existing resources away from new projects towards the maintenance of existing infrastructure (such as resurfacing). Based on current projections, these funds will be depleted during FY2014. Beginning in FY2014, staff continues to recommend utilizing sales tax resources for the resurfacing and intersection/safety improvement program through the County's 10% share of the existing sales tax. The County Road Resurfacing Program meets four out of the nine criteria and is estimated to cost \$156.6 million.

County Facilities Infrastructure Improvements (Attachment #14): This project is for county facilities infrastructure improvements with a lifespan of five years or more in accordance with Florida Statutes. During the project identification process, staff identified over \$75 million of facilities improvements over the next 20 years to county buildings such as the Main Library, branch libraries, Public Works and Facilities offices, community centers, the Public Safety Complex, and other county facilities. It is important to note that County facilities and infrastructure have numerous additional needs that will need to be funded through the annual budget process. The needs included in this proposed project are court and public safety buildings which are vital core infrastructure facilities. These improvements include construction and/or maintenance performed on the exterior, mechanical, and electrical. Although not included in these preliminary estimates, future population growth will most likely require additional courtrooms and inmate pods. The County Facilities Infrastructure Improvements project meets the core infrastructure criterion and is a critical component of the long term capital improvement program. The estimated cost of this project is \$42 million.

Private Dirt Road Paving Program (Attachment #15): This project is for the paving of private dirt roads in the unincorporated area of Leon County. Currently, for the majority of development activity, developers are required to build roads to County standards regardless if the road is public or private. There are exceptions for large rural tracts based on intensity and density. Staff has identified 195 miles of unpaved dirt roads. Under the sales tax extension, the County could develop a program that provides funding towards the paving of the private roads if it met certain criteria, which may include, but not be limited to: 100% of the ROW being donated and 2/3's of the property owners to sign a petition requesting the project. Paving of existing dirt roads will require additional resurfacing dollars to preserve the investment in the new infrastructure. The Private Dirt Road Paving Program meets seven out of the nine criteria and the estimated cost is \$52 million.

Additional Project Information

Based on the Board direction at the April 12, 2011 workshop, staff developed comprehensive projects utilizing the Blueprint philosophy of holistic infrastructure planning. Through this process staff was able to identify infrastructure projects that addressed issues such as stormwater/flood management, water quality, mobility, greenway development, sense of place initiatives, and connectivity/accessibility. All of the projects previously presented in this workshop item incorporate the Board's prior direction, as well as, additional projects that staff has developed for Board consideration.

The remaining projects that the Board directed staff to include as part of any future sales tax extension discussion are: economic development, Springhill Road, Tier 2 projects from the original infrastructure sales tax list, the ongoing maintenance of parks, and fairgrounds relocation. As mentioned previously, a workshop has been scheduled for July 10, 2012 to discuss economic development as it relates to the sales tax extension. The Committee has already placed Springhill Road as well as the Blueprint Tier 2 projects on the project consideration list. For that reason staff has not included these projects as part of this workshop (see Table #1 on page 5).

As discussed previously, the costs associated with on-going operations and maintenance of parks constructed with the sales tax is also an eligible expenditure of the sales tax. A number of the proposed projects include parks and park amenities that will have operating impacts. In addition, the County Attorney has stated that any park constructed with existing sales tax funds can also be maintained with future sales tax revenues (Attachment #19). This would allow maintenance of the Martha Wellman Park, Fred George Greenway and other parks to be support through the sales tax extension. Staff recommends that the Board recommend to the committee the authorization of parks maintenance be an eligible use under the extension.

On April 12, 2010, the Board was presented an opportunity to acquire the Flea Market Tract from the U.S. Forest Service (USFS), without Congressional authorization, through a land exchange agreement with The Nature Conservancy (TNC). The Board declined to purchase the Flea Market Tract for \$2.585 million, and opted against taking additional steps to determine the feasibility of relocating the Fairgrounds. Based on these actions, staff has not included the Fairgrounds relocation as part of this workshop.

Next Steps

Upon the Board's approval and/or modification, staff will present the above capital projects, and any other projects authorized by the Board, to the Sales Tax Committee. Once the Committee receives the City project list and the economic development presentation, they will commence with their project development and evaluation. The Committee has committed to hosting two more Open House to ensure that the community has ample opportunity to discuss and recommend projects.

Though the projects presented in this item are being developed by the County, the Committee will need to determine how they fit into the overall recommended project list. The Committee will also need to determine how a project may be funded; certain projects may be appropriately funded as a Blueprint project, while others may need to be considered for direct County funding. The Committee will address this aspect of the project funding.

During the May 24, 2012 meeting, the Committee voted to revise its calendar and ask the Board to extend the Committee's completion date for its report for an additional year pursuant to the enabling resolution (Attachment #20). The revised calendar will allow the Committee to continue its information gathering and project evaluation process. As stated previously, the Committee begins its project development and evaluation this fall. As part of this process, the Committee will host two additional Open Houses to allow for community input on the development of the project list and consider the percentages of the sales tax to levy for projects and economic development. The Committee will also recommend the term of the extension and the possible date for a referendum.

Based on the recently approved revised calendar, it is anticipated that the Committee will submit its recommendations to the County and City Commissions in June 2013. As previously mentioned, the Committee is requesting additional time to finalize its recommendations and complete its report. The Committee requests the authority to meet through June 30, 2013 or until the completion of its report, whichever comes first.

Options:

1. Accept the report on capital projects and direct staff to present the capital projects to the Sales Tax Committee (Attachments 1 through 15).
2. Provide additional direction to staff on other projects that should be presented to the Sales Tax Committee.
3. Direct staff to present the operations and maintenance of parks as an eligible expenditure to the Sales Tax Committee.
4. As requested by the Committee, authorize the Committee to continue to meet until June 30, 2013 or upon the completion of its report, whichever comes first.
5. Board direction.

Recommendation:

Options #1, #2, #3, #4

Attachments:

1. Northeast Connector Corridor
2. Lake Jackson Preservation and Mobility Enhancements
3. Northwest Connector Corridor
4. Westside Student Corridor Enhancements and Flood Relief
5. Pine Flats Trail – Expansion of Lower Cascades
6. Southside Gateway Enrichments
7. Lake Lafayette and St. Marks Regional Linear Park
8. The Market District Activity Center Connectivity
9. Centerville Trace Water Resources
10. Woodville Water Quality
11. Additional Sidewalks and Mobility Improvements
12. County Intersection and Safety Improvements
13. County Road Resurfacing
14. County Facilities Infrastructure Improvements

15. Private Dirt Road Paving Program
16. April 26, 2012 Ratification on the Workshop Regarding the Infrastructure Sales Tax Extension and Consideration of the City of Tallahassee's Updated Water and Sewer Master Plans
17. Sales Tax Committee Enabling Resolution
18. Florida Statutes 212.055(2)
19. April 11, 2012: Memo from the County Attorney RE: Sales Tax Committee Inquiry of March 29, 2012 Regarding Use of Sales Tax Dollars
20. May 24, 2012 Sales Tax Committee Agenda Item: Approval of the Revised Committee Calendar and Request to Extend the Committee's Completion Date until June 2013 Pursuant to the Enabling Resolution

Proposed Project for the Sales Tax Extension

Project #1: *Northeast Connector Corridor*

Estimated Project Cost: \$36.2 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northeast Connector Corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities, and enhances the water quality of the Bradfordville area. The project constructs the northern portion of the Meridian Road Trail which will connect to the future Orchard Pond Road. This connection provides an efficient route between the Northeast to the Northwest existing pedestrian and bike networks. This project includes the widening of Bannerman Road (Thomasville to Tekesta) to four lanes as well as constructs a multi-use path along the entire roadway to connect to regional amenities. This roadway has been identified as a significant benefits project. To date the County has spent in excess of \$1 million on the preliminary design study and reached out to area residents for their comments on the proposed corridor study.

The specific elements of the project include the following:

- Widen the roadway between Tekesta and Thomasville to four lanes
- Construct multi-use path with sidewalk extensions to Killearn Lakes and Bull Headley boat landing at Lake Iamonia
- Construct multi-use paths and swales along Bannerman between Thomasville Road and Meridian Road
- Construct Meridian Road Trail and connect to multi-use path to Bannerman and future Orchard Pond Road and bike routes
- Interconnect existing internal neighborhood sidewalk network for maximum community connectivity
- Construct sidewalk on Beech Ridge Trail between Kinhega and Lawton Chiles Drive to complete pedestrian connectivity between the region and Chiles High School.
- Green Infrastructure enhancements include adding swales in the right of way to improve runoff water quality

Project Criteria Detail:

Comprehensive Plan: This project supports both the Mobility and Parks and Recreation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility:
 - Goal 1: Establishing and maintaining a safe, convenient, energy efficient, and environmental sound automobile, transit, bicycle, and pedestrian transportation system that is capable of moving people of all ages and abilities as well as goods.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.

Project #1: Northeast Connector Corridor

Page 2

- Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
- Objective 1.4: Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.
- Parks and Recreation Element Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the Capital Regional Transportation Authority's long range plan of facilitating the designation of an activity center (Bradfordville Activity Node) and promoting multimodal transportation and regional connectivity.

Greenway Master Plan: This project will connect multiuse paths along Bannerman to the Meridian Road Trail as identified in the Greenway Master Plan.

Connectivity: This project will link residential and commercial areas to the Bradfordville Community Center, the Northeast Library, Chiles High School, and the Bull Headley Boat Landing for a comprehensive pedestrian and bicycle network. The project provides interconnectivity for all modes from the proposed Orchard Pond toll road to the west, using the Meridian Road Trail and existing bike and sidewalk networks on Thomasville Road and Velda Dairy Road to the east. This will allow regional travel for bicycles and pedestrians and provide an efficient connection between the Northeast to the Northwest with interconnection to existing pedestrian and bike networks.

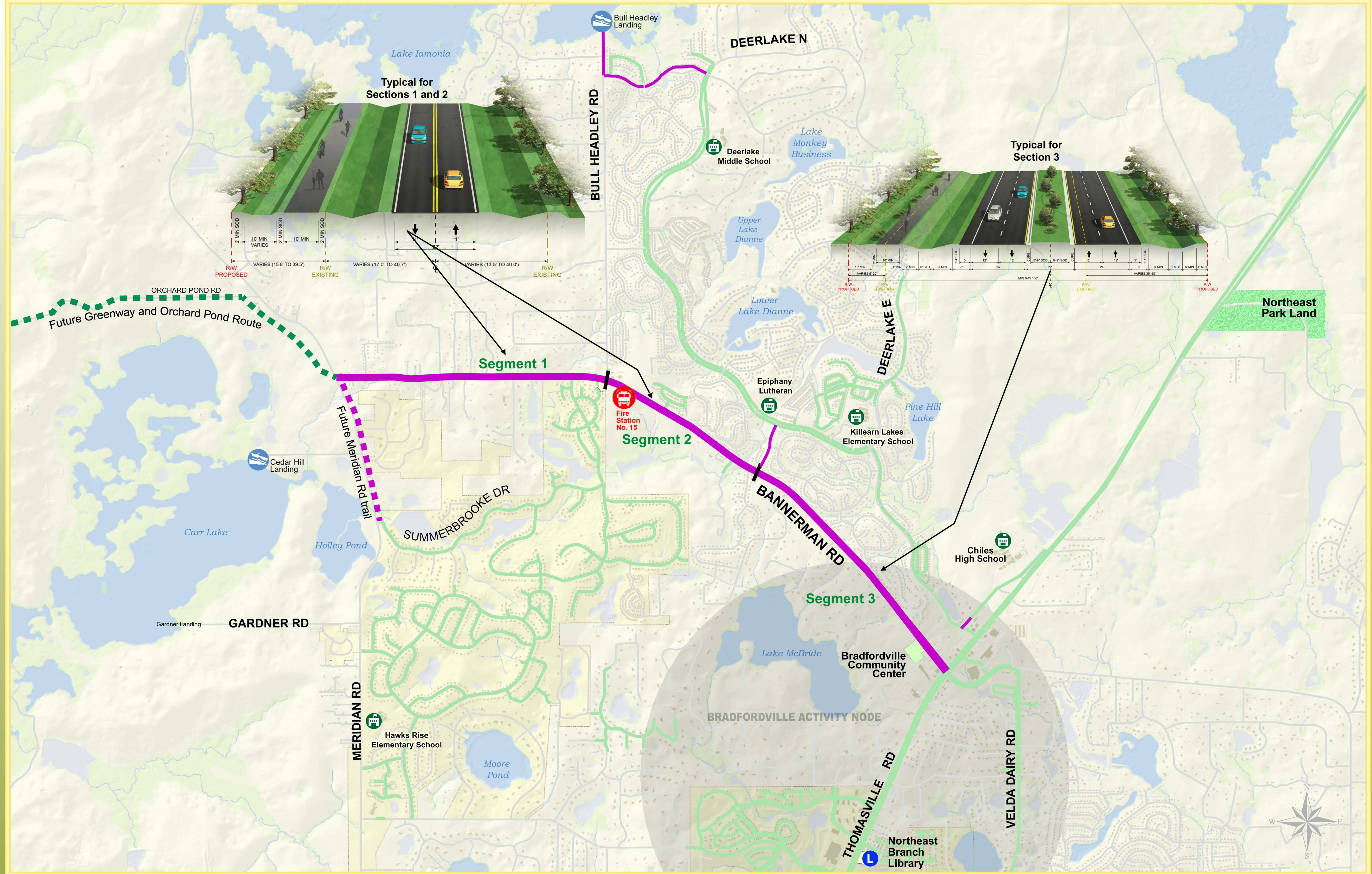
Complements Blueprint 2000 Project(s): There were not any Blueprint 2000 completed in the Northeast.

Water Quality Enhancements and Green Infrastructure: This project constructs the Meridian Road Trail, adds swales in the right of way of Bannerman Road, and creates multi-use paths. The swales in the right of way increase water quality and preservation of the more rural character of the area.

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: This road serves a large concentration of residents and residential communities as well as a thriving commercial activity center of retail stores, restaurants, and other neighborhood services.

This project widens the section between Tekesta Drive and Thomasville Road to four lanes. This section will have paved shoulders, provisions for future transit, center landscaped median and landscaped between the edge of pavement and right of way with gentle swales for water quality enhancements and preservation of the more rural character of the area. The current level of service for between Tekesta Drive and Thomasville Road is Level E but is forecast to deteriorate to Level F by 2035 without the proposed improvements. The adopted level of service standard for this segment is D. Following construction, this would achieve a Level of service B. Meridian Road to Bull Headley will remain at Level of Service C and Bull Headley to Tekesta Drive will remain at Level of Service D.



Northeast Connector Corridor

Legend

Proposed Project

Existing Sidewalks, Bike Routes

Parks

Major Lakes

Northeast Connector Corridor Project Criteria

<input checked="" type="checkbox"/> Comprehensive Plan	<input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input checked="" type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input type="checkbox"/> Complements BP2000 Project	



TALLAHASSEE-LEON COUNTY
PLANNING DEPARTMENT
PLACE • PLANNING LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

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0

0.2

0.4

0.8 Miles



Proposed Projects for the Sales Tax Extension

Project #2: Lake Jackson Preservation and Mobility Enhancements

Estimated Project Cost: \$30 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Lake Jackson Enhancement and Preservation project seeks to reduce nutrient loading, improve lake water quality, and preserve a treasured natural amenity in the unincorporated county designated as an ‘Outstanding Florida Waterbody’ while implementing a portion of the Lake Jackson Greenways. This project provides additional bike and pedestrian interconnections and links to existing trails to County and State parks, including Lake Jackson. The project restores the eastern shore ecosystem of the lake through the acquisition of 275 acres of vacant property. Finally, this project provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges. The Harbinwood subdivision is a sewer target area identified in the Water and Sewer Agreement between the City and County. This area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project. (Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

The project proposed improvements include the following:

- Provides sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges to reduce nutrient loading;
- Improves lake water quality by preserving the ecosystem and allowing restoration of disturbed ravines on the eastern shore in order to enhance water quality treatment;
- Construction of almost one-half mile of trails connecting Okeetheepkee Prairie Park and Lake Jackson Mounds Archaeological State Park;
- Construction of over two miles of sidewalks along Talpeco, Fuller, and Crowder Road;
- Promotes recreational activity by adding 275 acres on the eastern shore of Lake Jackson.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility, Conservation, Parks and Recreation, and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- **Mobility Element** Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
- **Conservation Element:**
 - Goal1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.
 - Policy 2.3.3: Require connection to central sewer systems whenever sewer is available or becomes available especially in the Lake Jackson Special Development Zone.

Project #2: Lake Jackson Enhancement and Preservation

Page 2

- Goal 3: Protect, enhance, and restore natural resources, wildlife habitat, and natural vegetative communities to maintain a diversity of native flora and fauna to assure the maintenance of a viable population of native species.
- Utilities Sanitary Sewer Goal 1: Provide efficient wastewater treatment that meets the demands of the community while maintaining public health and environmental standards.
- *Parks and Recreation Element:*
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project provides additional bike and pedestrian interconnections and linkages to existing trails as well as Lake Jackson.

Greenway Master Plan: This project addresses components of the Lake Jackson North and Lake Jackson South Greenways.

Connectivity: This project will provide connectivity through the acquisition of the above property by creating recreational connectivity for the north arm of Lake Jackson by linking to the Northwest Florida Water Management District property (Elinor Klapp-Phipps Park). The sidewalks along Crowder Road and Talpeco/Fuller Roads connect neighborhoods to the Lake Jackson Mounds State Park and the County's Okeechepkee Prairie Park.

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: This project will reduce nutrient loading, improve lake water quality, and preserve the surrounding ecosystem on the eastern shore. The project includes acquisition of approximately 275 acres of vacant property on the eastern shore that will enhance water quality treatment and restore the disturbed ravine system. Ecosystem restoration will include naturalized treatment systems and other low-intensity development principles to reduce pollutant loads from historic development east of Meridian Road.

Stormwater/Sewer Capacity Improvements: This project consists of providing sanitary sewer access within the Harbinwood subdivision to address nearly 400 septic system discharges to reduce nutrient loading and improve lake and stream water quality. This higher density subdivision on the western shore of the lake was developed with septic systems on less than the state standard of 1/2-acre lot size. The area has been identified as a major contributor to high nutrient concentrations in Lake Jackson and is part of an area identified as a target sewer project.

The capital cost listed below includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital + Connection Costs
Harbinwood	151	400	\$12.1 million	\$4.8 million	\$16.9 million

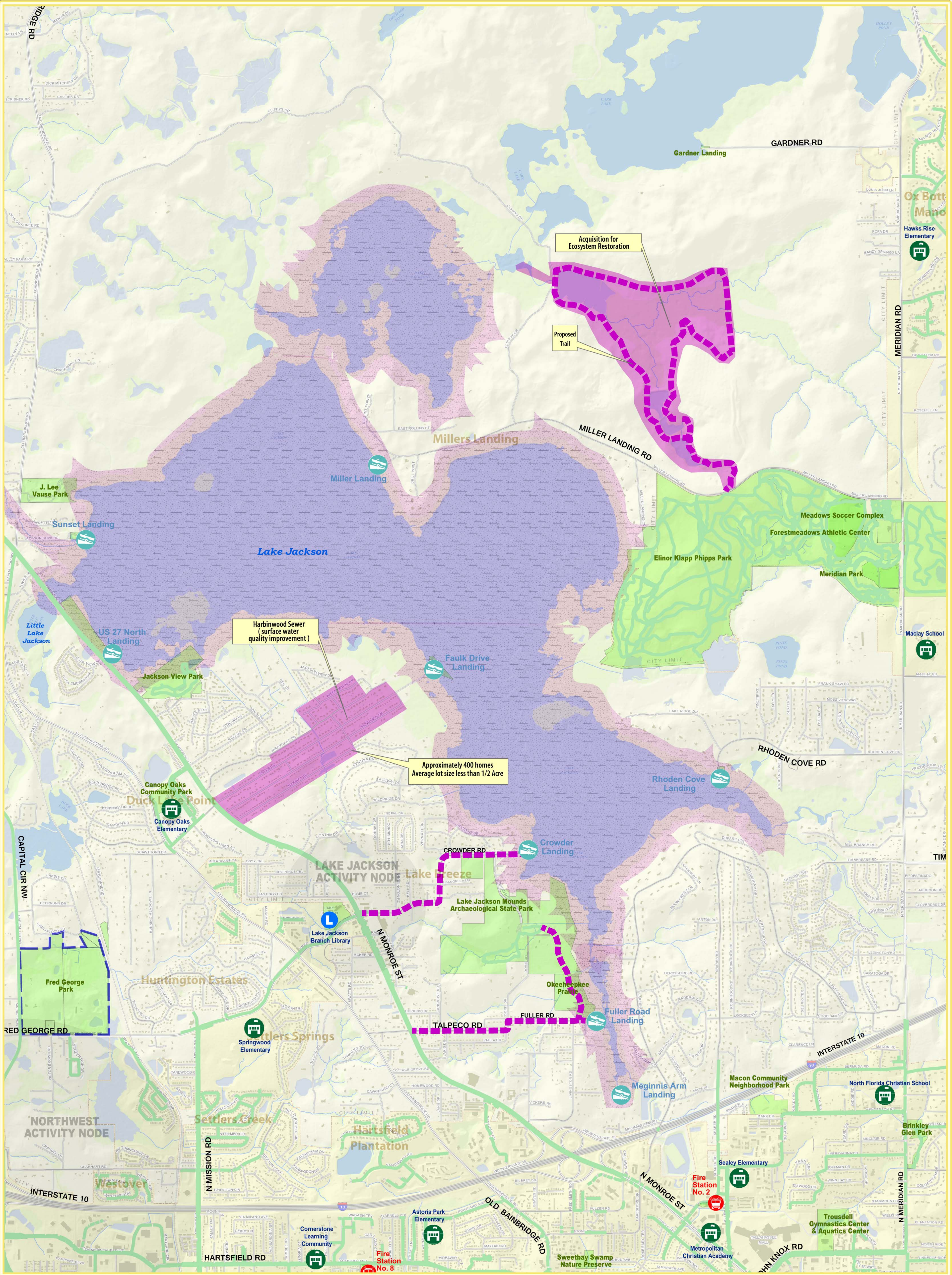
Project #2: Lake Jackson Enhancement and Preservation

Page 3

The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Lake Jackson Preservation and Mobility Enhancements

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Sidewalk/Trail Improvements
- Water Quality Benefits Area
- Lake Jackson Ecosystem Enhancements & Preservation
- Blueprint 2000 Projects
- Parks

Lake Jackson Preservation and Mobility Enhancements Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Projects for the Sales Tax Extension

Project #3: Northwest Connector Corridor

Estimated Project Cost: \$56.9 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northwest Connector Corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. Tharpe Street is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population. To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor. In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.

The Northwest Connector Corridor project proposed improvements include the following:

- Widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest with landscaped medians;
- Construct sidewalks and bike lanes;
- Enhancements for public transportation;
- Stormwater upgrades to address flooding issues and provide water quality treatment;
- Interconnect existing amenities such as Mission San Luis and address connectivity gaps to proposed Park Place Recreational Area, Fred George Park, Stoneler Park and Tower Road Landing;
- Develop the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.
- Construct sidewalks along Fred George Road to connect the Fred George Greenway with the renovated Huntington Oaks Plaza and Lake Jackson Branch Library.

Project #3: Northwest Connector Corridor

Page 2

Project Criteria Detail:

Comprehensive Plan: This project supports the Stormwater Management, Mobility, and Parks and Recreation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Stormwater Management Goal 1: Provides a stormwater management system which protects the health, welfare and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
- Mobility Element
 - Policy 1.1.6: A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.
 - Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
 - Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.2.8: Provides a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build safe routes to schools projects.
 - Policy 1.2.9: Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.
- Parks and Recreation
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the Capital Regional Transportation Planning Agency's long range plan of facilitating east west modal movements, enhancing the vibrancy of the western portion of Tallahassee, and promoting multimodal transportation and regional connectivity.

Greenway Master Plan: This project connects multiuse paths to the proposed San Luis Greenway and the Ochlockonee River Valley Greenway as identified in the Greenway Master Plan. The development of the Park Place PUD recreation facilities will expand upon the original scope of the Ochlockonee River Valley Greenway and improve multi-use connections to the Talquin State Forest.

Connectivity: This project provides connectivity between the amenities located on Capital Circle and several within the central core of the city therefore enabling connections to Lake Ella, Martha Wellman Park and the proposed regional activity center of Hopkins Crossing and Park Place. The addition of

Project #3: Northwest Connector Corridor

Page 3

the multi-use trail south of San Luis Mission Park to Mission San Luis will provide connectivity for high density residential neighborhood to the existing and proposed pedestrian/bike network.

This project adds almost eight miles of additional trail and sidewalk connectivity between Ocala Road and Mission San Luis northwest through the Park Place PUD to the Talquin State Forest and the Fred George Park, and east again toward the Lake Jackson Library. This connectivity will allow regional travel for bicycles and pedestrians and provide an efficient connection between the NE to the NW with interconnection to existing pedestrian and bike networks.

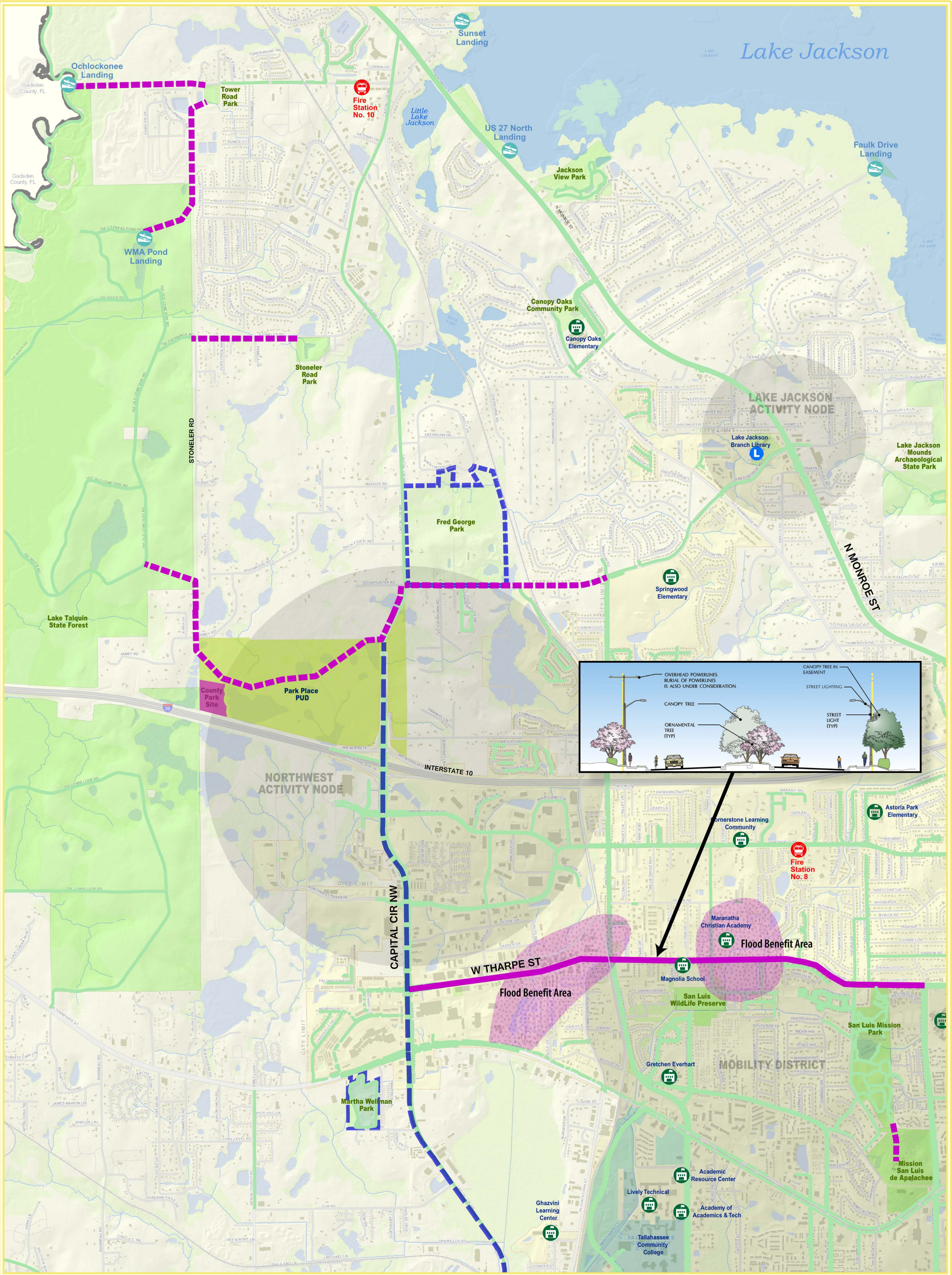
Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 projects: Martha Wellman Park, Fred George Greenway, and Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: This project includes proposed trail connectors to fill in connectivity gaps and link existing and proposed amenities of the Park Place PUD with Fred George Greenway, and Talquin State Forest, Stoneler Park to trails in Talquin State Forest, Tower Road Park and Tower Road Landing, which total almost eight miles of additional trails.

Stormwater/Sewer Capacity Improvements: The This project will provide stormwater upgrades to address flooding experienced by the commercial property at the two major stream crossings.

Transportation Capacity Improvements: This project will widen Tharpe Street from Ocala Road to Capital Circle NW to four lanes. The project will include landscaped medians, sidewalks, and bike lanes. Tharpe Street currently functions at Level of Service D. The proposed roadway improvements are necessary to maintain function as growth continues in this quadrant of our community. The enhanced multi-modal opportunities provided by the transit and bicycle/pedestrian facilities along this constrained corridor were not reflected in the traffic analysis completed in 2003.

Core Infrastructure: The Northwest Connector Corridor project is considered a core infrastructure project as it widens an arterial road and provides capacity improvements to a key commercial and industrial corridor in our community.



Northwest Connector Corridor

0 0.2 0.4 0.8 Miles

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Transportation Improvement
- Proposed Trail/Sidewalk
- Proposed Park
- Flood Benefits Area
- Blueprint 2000 Projects
- Parks

Northwest Connector Corridor Project Criteria

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

Project #4: Westside Student Corridor Enhancements and Flood Relief

Estimated Project Cost: \$29 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Westside Student Corridor Enhancements and Flood Relief project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. The project creates a southwest gateway for the community by linking the improved Capital Circle corridor to the urban core while widening Highway 20 from Capital Circle to Appleyard. The project supports the multi-modal transportation and enhanced access to public transit. The project relieves stormwater runoff in the Gum Creek/West Drainage Ditch that contributes to flooding issues in the Tallahassee Community College area and the Gum Road Target Planning Area. In addition, the project constructs sidewalks on Gum, Aenon Church, and Dome Level Roads creating safe and convenient mobility access for the residents of area. Another mobility enhancement aspect of this project is the implementation of the western segment of the Education Quadrant Greenways. The construction of the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning to the facilities at Innovation Park.

The project proposed improvements include the following:

- Widen to four lanes and construct land landscape medians from Capital Circle to Appleyard;
- Public Transportation enhancements;
- Construct bike lanes and sidewalks including sidewalk on Gum, Aenon Church, and Dome Level Roads;
- Construct a gateway feature by constructing a decorative bridge which will allow water flow to continue toward existing public lands downstream;
- Conduct a comprehensive stormwater study to include ecosystem enhancements for water quality and flood attenuation;
- Establish connectivity to Innovation Park along the Education Quadrant Greenways by constructing the TCC/FSU/FAMU Connector Trail links all three institutions of higher learning.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility Element:
 - Policy 1.1.6: A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be

Project #4: Westside Student Corridor Enhancements and Flood Relief

Page 2

- evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist
- Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
 - Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare, and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
 - Parks & Recreation
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the mobility plan by providing multimodal links in a high capacity student corridor.

Greenway Master Plan: This project implements the western segment of the Education Quadrant Greenways connecting TCC to the FSU/FAMU facilities at Innovation Park through the construction of the TCC/FSU/FAMU Connector Trail.

Connectivity: This project supports regional mobility by constructing bike lanes, sidewalks, and enhances public transportation for students of Tallahassee Community College, Florida State University, and Florida A & M University. The project provides significant pedestrian linkages for established residential areas to the Blueprint Broadmoor Pond, CCSW and all their associated interconnections. In addition, the widening of State Road 20 will create a southwest gateway for the community linking the upgraded Capital Circle corridor to the urban core.

Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 Projects: Broadmoor Pond, Martha Wellman Park, Debbie Lightsey Park, Capital Circle Northwest/Southwest, and the Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: This project conducts a comprehensive stormwater study and includes ecosystem enhancements for water quality and flood attenuation reaching to Lake Bradford. This study was called for by the Blueprint Citizens Advisory Committee while reviewing the proposed Capital Circle Southwest.

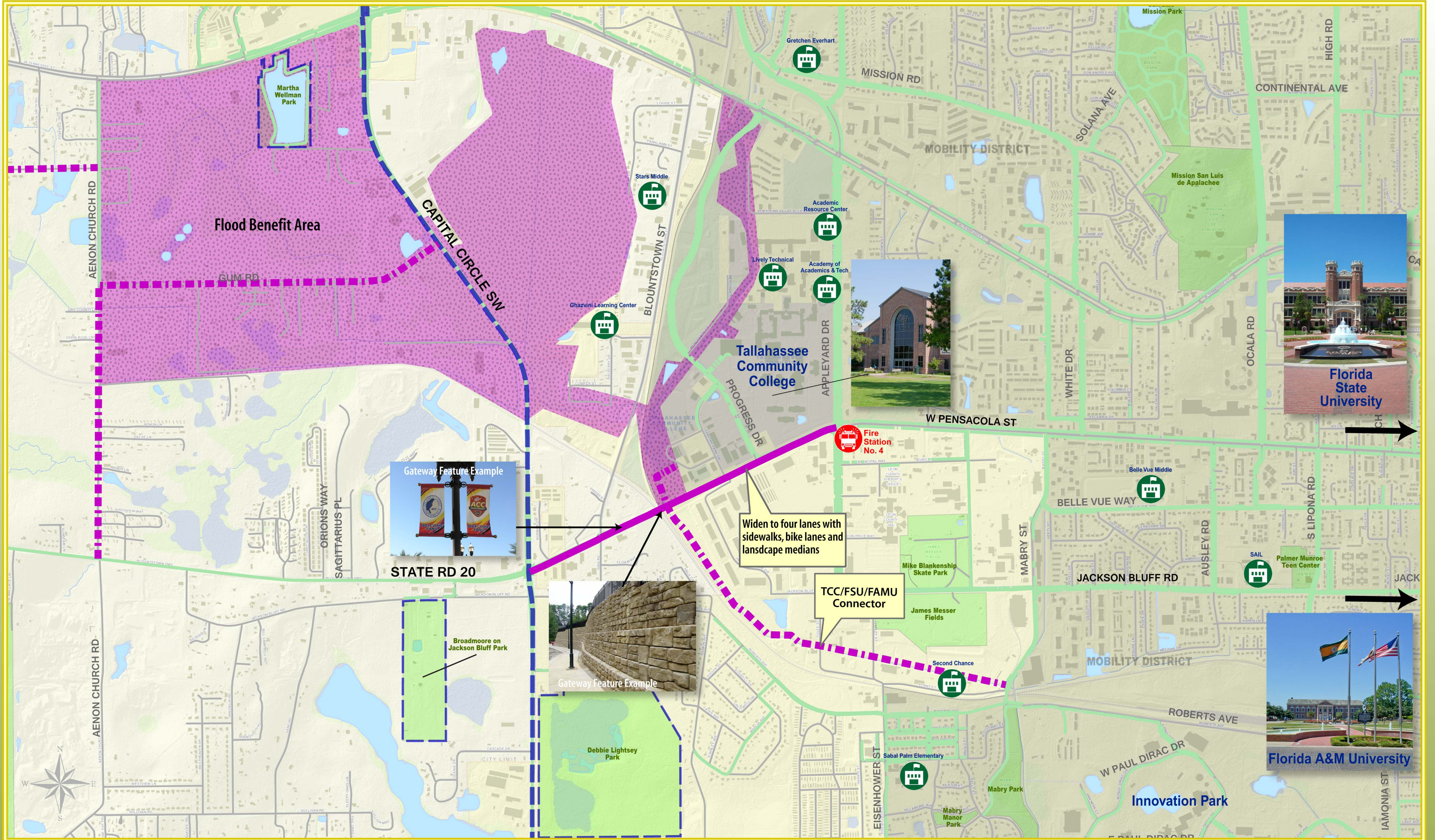
Stormwater/Sewer Capacity Improvements: This project relieves the constriction in the Gum Creek/West Drainage Ditch by improving the bridge section to allow flow to continue toward existing public lands downstream. A comprehensive stormwater study would include ecosystem enhancements for water quality and flood attenuation reaching to Lake Bradford, as called for by the Blueprint Citizens Advisory Committee while reviewing Capital Circle Southwest.

Project #4: Westside Student Corridor Enhancements and Flood Relief

Page 3

Transportation Capacity Improvements: This project widens State Road 20 from two lanes to four lanes. Currently, the two lane section of State Road 20 between Blountstown Highway and Appleyard Drive restricts traffic flow on this east-west roadway. The adopted level of service (L.O.S.) for this category of roadway is E. The current roadway is operating at L.O.S. F for eastbound traffic and L.O.S. D for westbound traffic. The four lane section is projected to operate at L.O.S. E for westbound and L.O.S. C for eastbound. Widening this roadway to four lanes elevates the road into compliance with the comprehensive plan level of service. To date the Florida Department of Transportation has spent approximately \$1 million to complete the Highway 20 PD&E study. However, the study may need to be updated as it was completed several years ago. Final Design, permitting and right of way acquisition work will need to be completed before construction can begin on this transportation corridor.

Core Infrastructure: This project is considered a core infrastructure project due to the support multi-modal use in the student corridor which is not currently supported as well as stormwater/sewer capacity improvements as detailed above.



Westside Student Corridor Enhancements and Flood Relief

Legend

- Existing Sidewalks, Bike Routes, Park Trails
- Highway 20 Corridor
- Proposed Sidewalk/Trail Improvements
- Flood Benefit Area
- Blueprint 2000 Projects
- Parks

Westside Student Corridor Enhancements and Flood Relief Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements and Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #5: Pine Flats Trail (Expansion of Lower Cascades)

Estimated Project Cost: \$17 million

Project Criteria:

<input checked="" type="checkbox"/> Comprehensive Plan	<input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input checked="" type="checkbox"/> Complements BP2000 Project	

Project Description:

The Pine Flats Trail incorporates a holistic approach to regional mobility and connectivity to existing/proposed amenities (including Blueprint 2000 projects) as well as increases stormwater capacity thereby addressing flooding concerns to 400 properties in the area. The project provides unpaved trail connectivity for pedestrians and bicyclists by creating a greenway corridor from the existing Cascades Trail system to the St. Marks Trail and National Forest trails. This trail system greatly enhances the interconnectivity of the county and implements a portion of the Lower Capital Cascades Greenway Project from the adopted Greenways Master Plan. The southern trail section reestablishes the former river bed, containing the floodwaters which will prevent flooding of almost 400 home sites and their associated septic tanks. The restoration of the 8-Mile Pond improves not only the stormwater flow-way but also supports the ecosystem restoration of this area by further reducing pollutant loads to the aquifer at Ames Sink.

The Pine Flats Trail project proposed improvements include the following:

- Restoration and protection of the 8-Mile Pond ecosystem;
- Improve water quality prior to discharge to the aquifer at Ames Sink and in the Wakulla Karst Plain Pond;
- Flood mitigation for 400 properties;
- Connectivity to the St. Marks Trail southeast of Ames Sink using Sunflower and Elgin Roads as well as to Munson Slough, Lake Henrietta Park, Capital Cascades Park, the 8-Mile Pond property, with spurs to Gilbert Waters Park on Crawfordville Road and the GFA trailhead at LL Wallace Road.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Parks and Recreation and Stormwater Management elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Parks and Recreation:
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Project #5: Pine Flats Trail

Page 2

- Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
- Mobility Element Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.

Regional Mobility Plan: This project supports the mobility plan by interconnecting regional trail networks promoting pedestrian and bicycle modes.

Greenway Master Plan: This project provides a greenway corridor from the existing Blueprint Trail system to St. Marks Trail and State Forest trails greatly enhancing the interconnectivity of the county. This project implements a portion of the Lower Capital Cascades Greenway Project from the adopted Greenways Master Plan.

Connectivity: The Pine Flats Trail provides tremendous opportunities for unpaved trail connectivity to Munson Slough, Lake Henrietta Park, Capital Cascades Park, the 8-Mile Pond property, with spurs to Gilbert Waters Park on Crawfordville Road and the GFA trailhead at LL Wallace Road. The trailhead development includes the restoration and protection of the 8-Mile Pond ecosystem. Pine Flats Trail will continue southeast of Ames Sink, connecting to the St. Marks Trail using Sunflower and Elgin Roads.

Complements Blueprint 2000 Project(s): The Pine Flats Trail complements the following Blueprint 2000 Projects: Capital Cascades Park and trail system, Martha Wellman Park, Debbie Lightsey Park, and Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: The Pine Flats Trail will provide recreational use, flood mitigation for almost 400 properties west of the proposed Trail, and ecosystem restoration at the 8-Mile Pond. The trail will act as greenway corridor from the existing Blueprint trail system along Capital Circle, Capital Cascades Trails, to St. Marks Trail and State Forest trails and provide additional recreational opportunities for pedestrians and bicyclists. The ecosystem restoration at 8-Mile Pond will improve water quality prior to discharge to the aquifer at Ames Sink, as well as replace exotic and invasive plants with native species. In addition, the project will also provide water quality enhancement in the Wakulla Karst Plain. The planned purchase of additional property will also serve to improve the stormwater quality and support the ecosystem restoration of this area by further reducing pollutant loads to the aquifer.

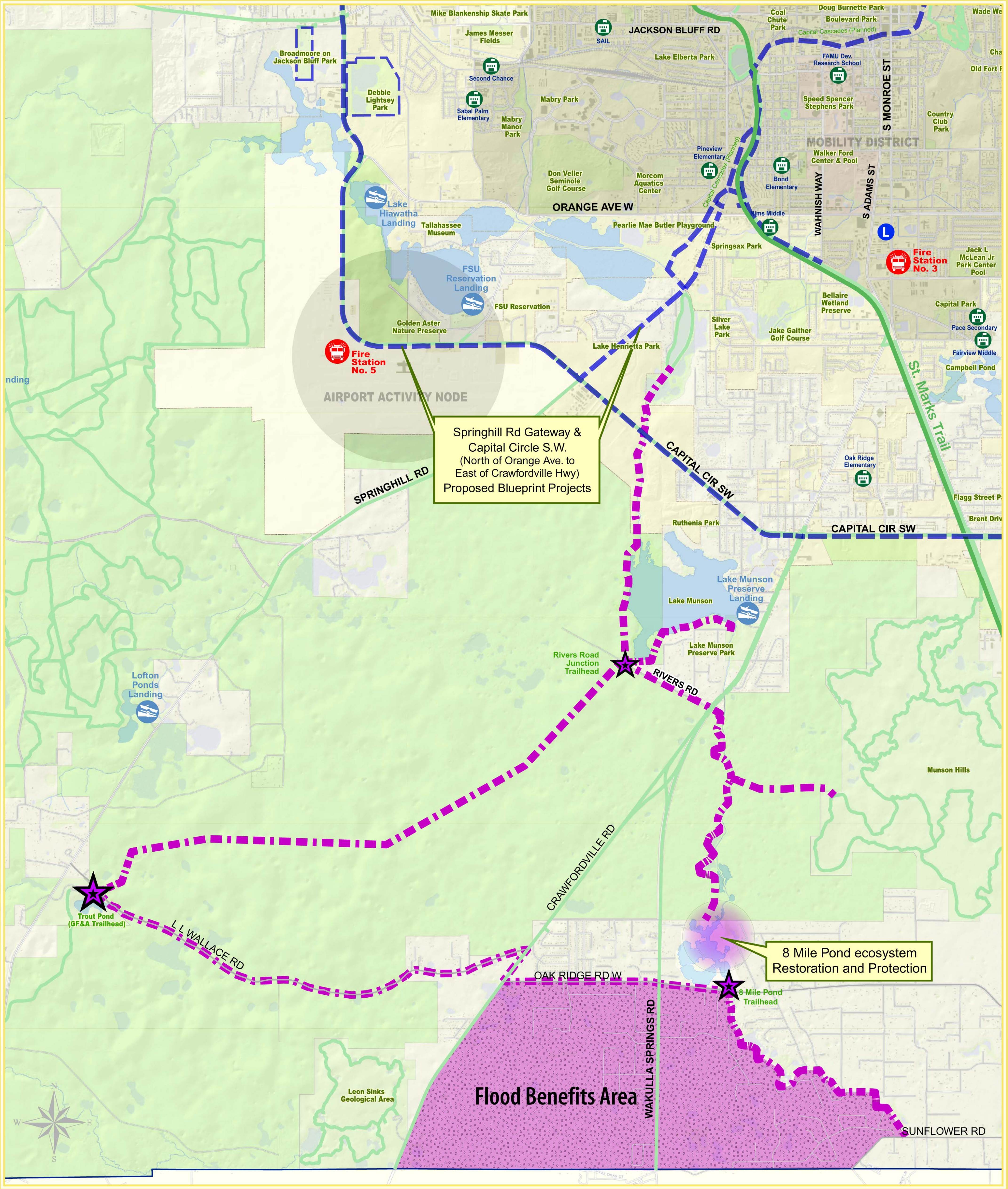
Stormwater/Sewer Capacity Improvements: The neighborhoods south of the Apalachicola National Forest have historically borne the brunt of high stormwater volume from the 42,500-acre Lake Munson Basin which overwhelms Ames Sink. The rising water levels surround homes, flooding the wells and septic tanks, for long periods of time. Leon County purchased a number of affected properties using the 1996 federal assistance and the local Flooded Property Acquisition Program. This area is also the focus of the current Disaster Recovery Enhancement Fund (DREF) acquisition grant. The southern Trail section can be used to reestablish the former river bed, containing the floodwaters to property owned by Leon County. This will prevent flooding of almost 400 home sites and their associated septic tanks. Purchase of additional property in the flow-way will also serve to improve the stormwater quality and support the ecosystem restoration of this area by further reducing pollutant loads to the aquifer.

Project #5: Pine Flats Trail

Page 3

Transportation Capacity Improvements: N/A

Core Infrastructure: The Pine Flats Trail project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Pine Flats Trail

(Expansion of Lower Cascades)

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Pine Flats Trail
- Flood Benefits Area
- Blueprint 2000 Projects
- St. Marks Trail (Existing)
- Parks

Pine Flats Trail (Expansion of Lower Cascades) Project Criteria

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements and Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #6: *Southside Gateway Enrichment*

Estimated Project Cost: \$29.7 million

Project Criteria:

<input checked="" type="checkbox"/> Comprehensive Plan	<input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input checked="" type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input checked="" type="checkbox"/> Complements BP2000 Project	

Project Description:

The Southside Gateway Enrichment project enhances regional mobility and connectivity, increases the viability of this southern commercial gateway corridor, and supports the goal of economic revitalization to the southside of Tallahassee. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. The project enhances transportation capacity by widening Woodville Highway (from Capital Circle to Gaile Avenue) to four lanes. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, and increases opportunities for public transit. In addition the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway into the southside of Tallahassee. The project replaces a grey landscape of asphalt and concrete along Crawfordville Highway with landscaped medians and roadsides and adds greenspace for stormwater ponds improvements. Finally, the project promotes multimodal connectivity by building bike connections along Ross Road, linking Woodville and Crawfordville Highways, and constructing sidewalks along the eastside of Shelfer Road in order link the high density residential to the surrounding multimodal connections.

This project proposed improvements include the following:

- Widen Woodville Highway to four lanes between the improved Capital Circle and Gaile Avenue;
- Establish a “gateway” feature entering the southside of the County (Woodville /Crawfordville Highways);
- Construct sidewalks, bike lanes, and wide medians for landscaping, pedestrian refuge;
- Reconstruct Crawfordville and Woodville Highways between Gaile and Tram to create an extended roundabout and greenspace for enhanced connectivity between these two main north south routes;
- Add sidewalk on eastside of Shelfer Road between Ross and Crawfordville Highway to link high density residential to area amenities;
- Enhance opportunities for public transportation;
- Reconstruct a portion of the St. Marks Trail;
- Provide greenspace allowing for water infiltration and stormwater ponds;
- Landscape the stormwater ponds and roadway along Crawfordville Highway;
- Establish bike connections on Ross Road to connect Woodville and Crawfordville Highways.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility Element Policies of the Comprehensive Plan by identifying and programming of new road projects or substantial improvements to existing roads shall be consistent with the Future Land Use Element of the Comprehensive Plan and specifically the

Project #6: Southside Gateway Enrichment

Page 2

Urban Service Area strategy to promote urban infill and discourage urban sprawl. The areas that the project complies with are listed below.

- Mobility:
 - Policy 1.1.8 Development projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.
 - Objective 1.4 Connectivity & Access Management: Reduce vehicle trip demand, increase access, and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist
 - Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.3.4: Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.

Regional Mobility Plan: This project is consistent with the regional mobility plan by providing additional capacity and linkage to complete a major corridor connector from downtown to the south.

Greenway Master Plan: This project enhances the St. Marks Trail and provides multimodal connections to Cascade Park and existing trail system. The project connects directly to the Campbell Connector and Karst Pond Greenways.

Connectivity: The Southside Gateway Enrichment project promotes multimodal connectivity, enhanced roadway capacity, landscaping, and possible gateway features advancing redevelopment potential of the surrounding area of the southside of Tallahassee. Constructing the bike lanes along Ross Road will link Woodville and Crawfordville Highways and the sidewalk addition on Shelfer Road links high density residential to the surrounding multimodal connections

Complements Blueprint 2000 Project(s): The Southside Gateway Enrichment project complements the following Blueprint 2000 Projects: Capital Circle Southeast, Capital Circle Southwest, Capital Circle trail system and Capital Cascades Park and trail system.

Water Quality Enhancements and Green Infrastructure: The Southside Gateway Enrichment project replaces a grey landscape of asphalt and concrete with landscaped medians and roadsides. Additional greenspace for water infiltration and stormwater ponds enhances the livability of roadway segment. The new stormwater treatment facilities will improve the water quality leaving the roadway corridors. The St. Marks Trail will be preserved and its usage enhanced with increased connectivity to existing sidewalk and trail networks.

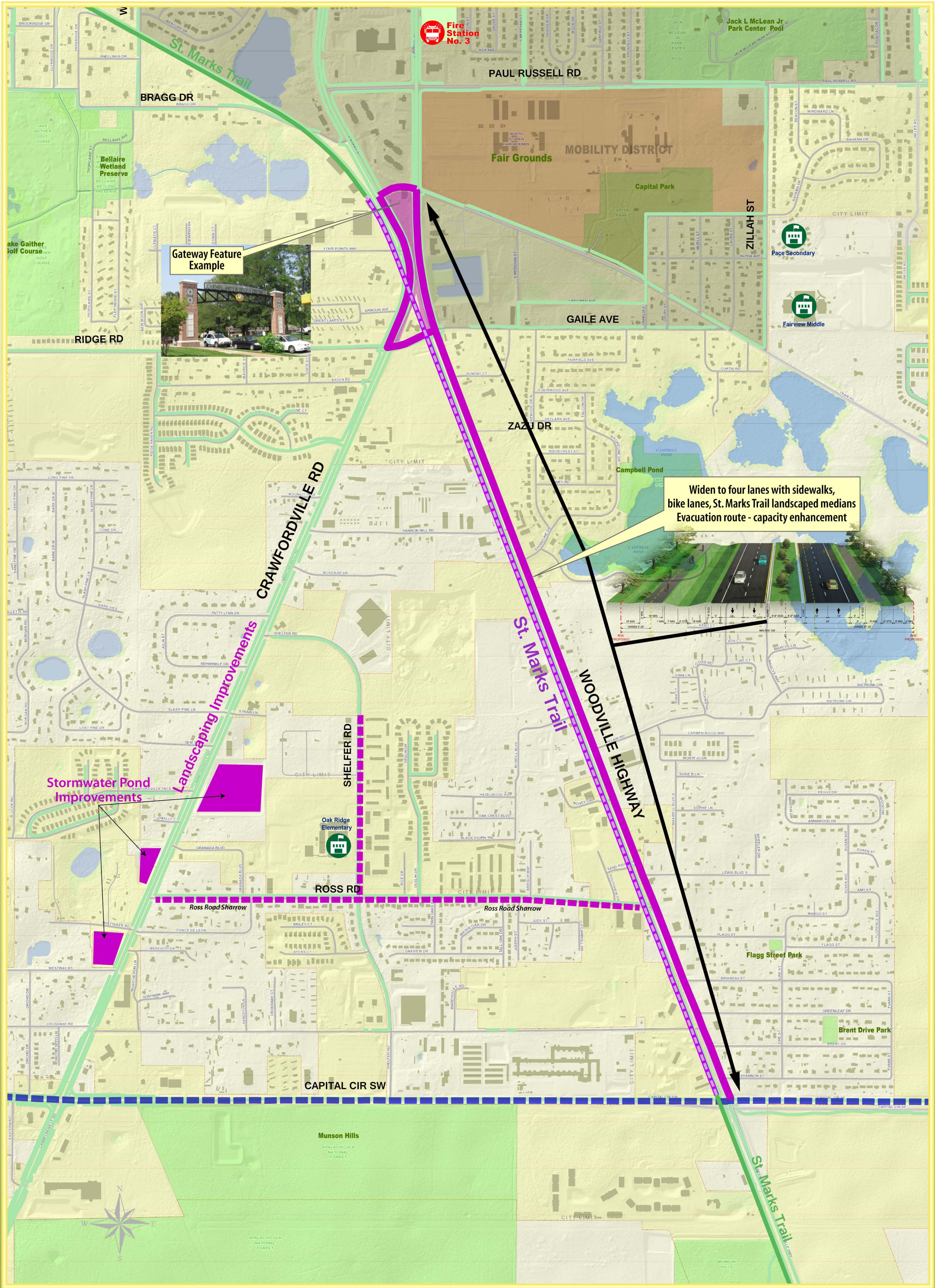
Stormwater/Sewer Capacity Improvements: The existing roadways were constructed without stormwater management facilities, which will be addressed during the proposed reconstruction of the Woodville Highway and the Crawfordville/Woodville greenspace feature.

Project #6: Southside Gateway Enrichment

Page 3

Transportation Capacity Improvements: The Southside Gateway Enrichment project enhances the roadway capacity by widening Woodville Highway between Capital Circle and Gaile Avenue to four lanes. This roadway also has a significant regional impact as it is a crucial north/south evacuation route from the coast. By increasing the capacity it will help decrease the evacuation times from the coastal areas. The project includes widening the medians for landscaping, pedestrian refuge, and safe turning movements, enhanced opportunities for transit. In addition the interconnection of Woodville and Crawfordville Highways, via a looped roadway, enhances the operation of the corridors and provides a large greenspace to establish a gateway into the southside of Tallahassee. To date the Capital Regional Transportation Authority has spent approximately \$2.1 million to complete the Woodville Highway preliminary design and engineering study. Final Design, permitting and right of way acquisition work will need to be completed before construction can begin on this transportation corridor.

Core Infrastructure: The Southside Gateway Enrichment project is considered a core infrastructure project due the fact that Woodville Highway has a significant regional impact as it is a crucial north/south evacuation route from the coast. By increasing the capacity it will help decrease the evacuation times from the coastal areas. In addition, this project promotes multimodal connectivity, enhanced roadway capacity, landscaping, and possible gateway features advancing redevelopment potential of the surrounding area of the southside of Leon County.



Southside Gateway Enrichment

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Woodville Hwy Southside Gateway
- Proposed Bike/Sidewalk Project
- St. Marks Trail (Existing)
- Blueprint 2000 Projects
- Parks
- Fair Grounds

Southside Gateway Enrichment Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

**Project #7: Lake Lafayette and St. Marks
Linear Regional Park**

Estimated Project Cost: \$18.3 million

Project Criteria:

<input checked="" type="checkbox"/> Comprehensive Plan	<input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input checked="" type="checkbox"/> Complements BP2000 Project	

Project Description:

The Lafayette and St. Marks Linear Regional Park incorporates a holistic approach to regional mobility and connectivity to existing/proposed recreational amenities (including Blueprint 2000 projects) as well as conducts a critical analysis of the St. Marks flood waters. The project provides connectivity by linking the public recreation lands that encompass more than 7,200 acres east of Capital Circle SE with trails and board walks, many of which are identified in the Greenway Master Plan. The project also constructs a sidewalk along Chaires Cross Road providing safe pedestrian access from adjacent residential areas to Chaires elementary school, community center, recreation center and the myriad of interlinks to other regional amenities. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park as well as incorporate ecosystem restoration through the removal of invasive and exotic vegetation. The project also funds the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County from the federal government. Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space. Finally, this project conducts a critical analysis of the floodwaters generated in the St. Marks and Lafayette basins which as the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

The proposed improvements for this project include the following:

- Providing off-road trails from Upper Lake Lafayette to St. Marks Headwaters;
- Adding stormwater treatment facilities in Tom Brown Park;
- Construction of boardwalk across the lake from the Apalachee Regional Park will provide access to Lower Lake Lafayette wetlands;
- Construction of Goose Creek Trailhead;
- Trailhead enhancements in the St. Marks Headwaters include parking, canoe launching and educational features;
- Construction of additional ball fields at Tom Brown Park;
- Construction of a sidewalk on Chaires Cross Road from Green Oak to Capitola Road;
- Analysis of floodwaters generated in the St. Marks and Lafayette basins to protect proposed improvements;
- Ecosystem restoration by linking City, County, State, and Federal property and removing exotic and invasive vegetation.

Project #7: Lake Lafayette and St. Marks Linear Regional Park

Page 2

Project Detail Criteria:

Comprehensive Plan: This project supports the Parks and Recreation, Conservation, Mobility, and Stormwater elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Parks and Recreation:
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.
- Conservation Element:
 - Goal 1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.
 - Goal 3: Protect, enhance, and restore natural resources, wildlife habitat, and natural vegetative communities to maintain a diversity of native flora and fauna to assure the maintenance of a viable population of native species.
- Mobility Element:
 - Policy 1.1.4: Promote neighborhood parks to reduce the need for long distance trips for recreation.
 - Policy 1.1.5: Maintain a Greenways Master Plan that integrates pedestrian and bicycle mobility into a linear park and open space system that connects local, regional, and state facilities, with specific emphasis on connections within Downtown and energy efficiency districts.
 - Policy 1.2.8: Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.
- Stormwater Management Goal 1: Provide a stormwater management system which protects the health, welfare, and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.

Regional Mobility Plan: This project provides regional connectivity through multi use trails is one of the cornerstones of the mobility plan. The project provides interconnectivity to a multitude of recreational activities and park destinations reduces the reliance on the car for these trips.

Greenway Master Plan: This project significantly advances the implementation of the Lake Lafayette Greenway and the St. Marks Greenways identified in the Master Plan.

Connectivity: This project provides critical connectivity by linking Upper Lake Lafayette east to the St. Marks Headwater with trails and board walks. The construction of a boardwalk spanning the lake from the Apalachee Regional Park north to the Road to the Lake and ends at the Lake landing provides unprecedented access to the unique Lower Lake Lafayette wetlands. The project also constructs a sidewalk along Chaires Cross Road providing safe pedestrian access from adjacent residential areas to Chaires elementary school, community center, recreation center and the myriad of interlinks to other regional amenities.

Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 Projects: St. Marks Headwaters Greenway, Copeland Sink, and the Sensitive Lands project.

Project #7: Lake Lafayette and St. Marks Linear Regional Park

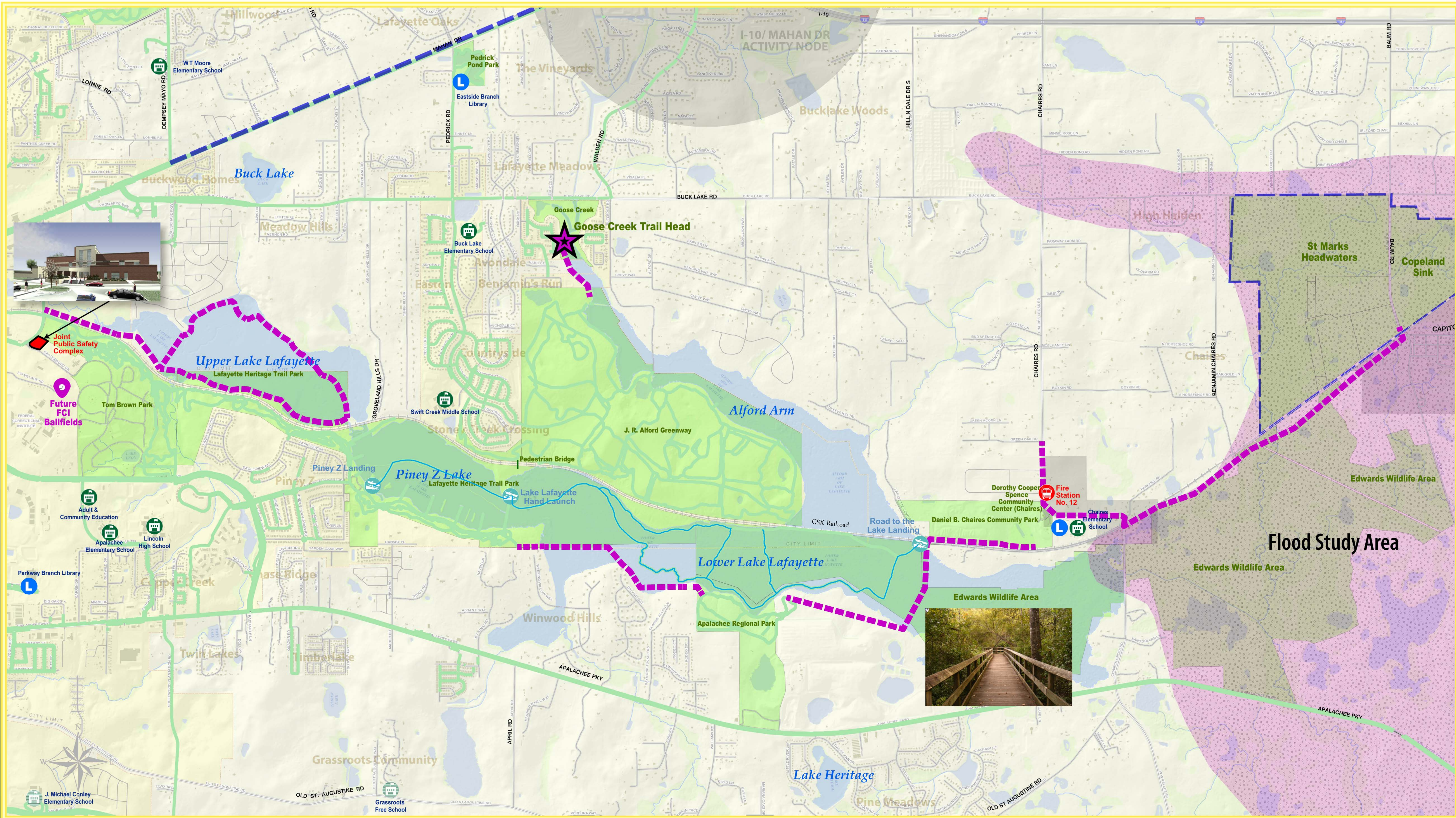
Page 3

Water Quality Enhancements and Green Infrastructure: This project by linking City, County, State, and Federal property. Invasive and exotic vegetation will be removed during the construction of the trail network. Stormwater treatment will be pursued for the tributary to Upper Lake Lafayette flowing through Tom Brown Park. In addition, this project will fund the construction of the additional ball fields at Tom Brown Park, provided that the land is conveyed to the County. On March 7, 2012, Congressman Southerland recently filed a bill requesting that 9 acres of the Federal Correctional Institute property be conveyed from the Bureau of Prisons to Leon County for use for additional recreational space at Tom Brown Park.

Stormwater/Sewer Capacity Improvements: This project conducts critical analysis of the floodwaters generated in the St. Marks and Lafayette basins to protect the residents in this area, and properly place the proposed amenities. The study also has the potential to provide flood insurance relief to property owners east of Chaires Crossroad.

Transportation Capacity Improvements: N/A

Core Infrastructure This project is considered a core infrastructure project due to the stormwater/sewer capacity improvements, green infrastructure, and water quality enhancements as detailed above.



Lake Lafayette and St. Marks Regional Linear Park

0 0.4 0.8 1.6 Miles

Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Trails
- Flood Study Area
- Blueprint 2000 Projects
- Parks
- Canoe Trails

Lake Lafayette and St. Marks Linear Regional Park Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



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Proposed Project for the Sales Tax Extension

Project #8: The Market District Activity Center Connectivity

Estimated Project Cost: \$1.6 million (Leon County's Portion)

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Market District Activity Center Connectivity project encompasses a holistic approach to transportation capacity improvements, regional mobility, and connectivity to existing/proposed amenities in The Market District (District). The District is home to numerous local businesses and Maclay Gardens, with several neighborhoods within easy walking distance. Many aspects of this projects focus on connecting the residential and commercial components of the area. The project includes multiple infrastructure projects throughout the regional hub located at the intersections of Interstate 10, Thomasville Road, and Capital Circle NE. The overall project would be a joint effort between the County and the City.

The proposed improvements for this project include the following:

- **Leon County Improvements:**
 - North-South multi-use trail connecting Timberlane Road to Maclay Gardens State Park, with eastward connection to Maclay Boulevard.
- **City of Tallahassee Improvements:**
 - Construct sidewalks on Maclay Road, Maclay Boulevard, and Maclay Commerce Drive.
 - Improvements to pedestrian intersections and mid-block crossings;
 - Reconfiguration of stormwater management facilities as public amenities, to include improved fencing, landscaping, sidewalk connections, and exercise equipment;
 - Pedestrian signage design, sitting, and fabrication.
- **Joint County/City Improvements:**
 - Gateway signage at four entry locations;
 - Sidewalk on Timberlane School Road connecting the Market District to Live Oak Plantation;
 - Streetscaping (e.g., street trees, wide sidewalks, street lights, underground utilities) for Maclay Boulevard, Market Street, and Timberlane Road.

Project Criteria Detail:

Comprehensive Plan: This project supports the Comprehensive Plan Land Use and Mobility Elements. The Market District is located within the Urban Services Area, which is the geographic area the Plan directs capital expenditures be prioritized. Those actions listed above are infrastructure projects that will improve quality of life in an urbanized area that currently lacks urban facilities.

- **Land Use Element**
 - Policy 1.1.2: Improvement of capital infrastructure shall be provided within the designated urban service area and shall be phased over the life of the plan.

Project #8: The Market District Activity Center Connectivity

Page 2

- Policy 2.1.5: Residential developments shall be designed to include a system of internal and inter-neighborhood circulation which promotes pedestrian and bicycle mobility. Within the Urban Service Area, sidewalks shall be required to provide pedestrian mobility.
- *Mobility Element*
 - Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
 - Policy 1.2.13: Wherever feasible, bury utility lines. Priority should be given to areas where underground utilities can be incorporated into roadway construction and reconstruction projects.
 - Policy 1.3.2: Reduce demand for more and wider roads by evaluating traffic operations to maximize efficiency of the existing street system capacity and support modal shifts to public transit, bicycling, and walking.
 - Policy 1.3.6: Require tree plantings, where practical, for both new and old roads to increase screening, beauty, runoff control, and reduction of summer heat. Existing trees shall be protected during transportation system development and maintenance.
 - Policy 1.3.7: Aesthetically enhance and provide added environmental protection to existing and new transportation corridors by the following methods which include but are not limited to:
 - a) Incorporating for new, or increasing for existing corridors, the number of green spaces/open spaces and pedestrian oriented areas.
 - b) Recognizing plantations as a significant part of the natural landscape when roads are being designed in areas of the County where they are present.
 - c) Encouraging the use of native vegetation and natural systems such as swales to control runoff.
 - d) Maintaining natural ground cover, canopy, and understory where new roads are built.
 - e) Design public infrastructure improvements to minimize development impacts to protect designated canopy roads consistent with the Conservation Element.
 - f) Applying access management strategies that enhance the character of transportation corridors and gateways to the community by promoting shared access and consolidated signage and preserving green space for landscaping.
 - Objective 1.1 Land Use and Transportation Coordination: Coordinate transportation and land use systems that foster vibrant communities with compact urban forms and a mixture of uses to minimize travel distances, reduce vehicle miles traveled and greenhouse gases, and to enhance pedestrian and bicycle mobility and transit accessibility.
 - Objective 1.2 Complete Streets: The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.
 - Objective 1.1 Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Regional Mobility Plan: This project supports the Regional Mobility Plan by constructing sidewalks and multi-use trails. These trails are listed in the Capital Regional Transportation Authority's Trails Cost Feasible and Needs Plan.

Greenway Master Plan: This project supports the Greenways Master Plan by providing a critical greenway corridor linkage between Maclay Gardens State Park and the proposed Timberlane Ravine trails just north of Interstate 10.

Connectivity: This project includes two goals related to connectivity: (1) create an interconnected district that links businesses and neighborhoods and to (2) knit the district together across Thomasville Road. The sidewalk, multi-use trail, and intersection improvements listed here advance those goals by providing safe, connected routes for bicycle and pedestrian traffic.

Complements Blueprint 2000 Project(s): N/A

Project #8: The Market District Activity Center Connectivity

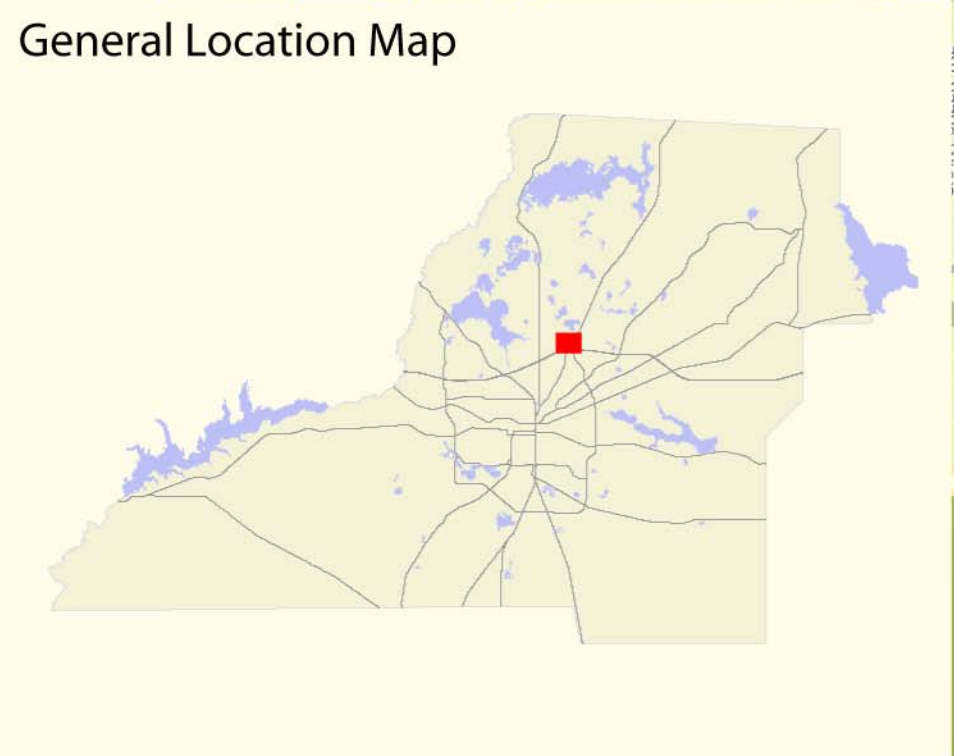
Page 3

Green Infrastructure and Water Quality Enhancements: This project will provide critical greenway corridor linkage between Maclay Gardens State Park and the proposed Timberlane trails just north of Interstate 10.

Stormwater Capacity Improvements: This project will analyze the necessary stormwater capacity expansion that would facilitate urban infill within The Market District. In addition, the project will reconfigure stormwater management facilities as public amenities, to include improved fencing, landscaping, sidewalk, and exercise equipment.

Transportation Capacity Improvements: N/A

Core Infrastructure: The Market District Action Plan is primarily a core infrastructure project due to the basic urban infrastructure needs included therein. These include sidewalks, bike lanes, multi-use trails and potential stormwater capacity improvements detailed above.



Market District Activity Center Connectivity

Legend

- Existing Sidewalks & Bike Routes
- Lakes
- County Proposed Sidewalks/Bike Trails
- Extension of I-10 Landscaping
- City Proposed Sidewalks/Bike Trails/Crosswalk Improvements
- Proposed Greenspace
- Gateways
- Parks/Greenspace

Market District Action Plan Project Criteria:

- Comprehensive Plan
- Regional Mobility
- Greenway Master Plan
- Connectivity
- Complements BP2000 Project
- Water Quality Enhancements & Green Infrastructure
- Stormwater/Sewer Capacity Improvements
- Transportation Capacity Improvements
- Core Infrastructure



Proposed Projects for the Sales Tax Extension

Project #9: Centerville Trace Water

Project Cost: \$5 million

Resources

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Centerville Trace Water Resources project addresses a sewer target area identified in the 2030 Master Sewer Plan. The Centerville Trace subdivision is also a sewer target area identified in the Water and Sewer Agreement between the City and County. The 167-lot subdivision is located in northeast Tallahassee, with less than the 1/2-acre lot size required by current state standards. The project centralizes sewer and reduces the possibility of high nitrogen and fecal coliform discharges to the natural systems that can occur when septic tanks do not function properly, thereby improving the water quality of the area as well as the water quality of Dove Pond. (Note: This estimate does not include the individual landowner sewer connection costs. The City and County may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Project Criteria Detail:

Comprehensive Plan: This project supports with the both the Utility and Conservation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Utilities Element- Sanitary Sewer Goal 1: Provide efficient wastewater treatment that meets the demands of the community while maintaining public health and environmental standards.
- Conservation Element Goal1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County. (Reduction of nitrogen protects the natural systems)

Regional Mobility Plan: N/A

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: This project provides access to Advanced Wastewater Treatment sewer system and reduces the possibility of high nitrogen and fecal coliform discharges to natural systems that can occur when septic systems do not function properly. This improvement protects the water quality of Dove Pond.

Stormwater/Sewer Capacity Improvements: This project addresses a sewer target area identified in the Water and Sewer Agreement between the City and County. The table below provides basic information on the size and cost for the project and separates the capital cost from the landowner connection cost.

Project #9: Centerville Trace Sanitary Sewer Project

Page 2

The capital cost listed below includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital + Connection Costs
Centerville Trace	64	167	\$5.0 million	\$2.0 million	\$7.0 million

The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: The Centerville Trace Sanitary Sewer project is considered a core infrastructure project due to the stormwater/sewer capacity improvements and water quality enhancements as detailed above.



Centerville Trace Water Resources Project



Legend

- Centerville Trace Sewer Project
- Parks

Centerville Trace Sanitary Sewer Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |



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Proposed Projects for the Sales Tax Extension

Project #10: Woodville Water Quality

Estimated Project Cost: \$59.2 Million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project implements direction provided in the Comprehensive Plan and external reports on the protection of Wakulla Springs. Septic systems in the Woodville area of Leon County have been identified as a major source of nitrate loading to the groundwater and Wakulla Springs. Wakulla Springs is a first magnitude spring and is the longest and deepest known submerged freshwater cave system in the world. Located just five miles south of the Leon County line, Wakulla Springs is an important part of the regional culture and recreational economy. This project may also include the acquisition of the Chason Wood property for environmental preservation. However, the Intergovernmental Agency may wish to acquire this property through the existing Blueprint 2000's Sensitive Lands account.

The proposed project includes three components to help reduce existing nitrate loading and manage flooding issues for future development in the area. These components are detailed in the Stormwater/Sewer Capacity Improvements under the Project Criteria details.

1. *Woodville Recharge Basin Flood Study (\$1.3 million):* An evaluation necessary to document areas susceptible to closed depression flooding and to plan for protection.
2. *Woodville Rural Community Advanced Wastewater Treatment Service (\$24.5 million):* Provide access to nitrogen reducing central sewer facilities and allow for higher density new development, redevelopment, and expanded commercial opportunities in Woodville Rural Community.
3. *Urban Fringe West of Woodville Advanced Wastewater Treatment Service (\$33.4 million):* Provide access to nitrogen reducing wastewater facilities.

(Note: This estimate does not include the individual landowner sewer connection costs. The County and City may choose to develop an incentive program and financing option to address the financial burden and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system.)

Project Criteria Detail:

Comprehensive Plan: This project complies with policy direction to concentrate new development in the Woodville Rural Community and utilize connection to sewer facilities designed to achieve Advanced Wastewater Treatment standards to help minimize impacts on groundwater quality. The Flood Study will ensure compliance with the policy regarding flood control level of service for the existing and new development.

Regional Mobility Plan: The Woodville Rural Community is a designated regional growth node in the Regional Mobility Plan. Wastewater infrastructure investments would allow for this growth.

Project #10: Woodville Water Quality

Page 2

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: This project provides access to Advanced Wastewater Treatment. This higher level of treatment reduces potential nitrate loading to the groundwater by approximately a factor of ten. The study to identify storm volume-sensitive depressions will provide opportunities to implement low-impact development practices.

Stormwater/Sewer Capacity Improvements: This project addresses sewer target areas identified in the 2030 Master Sewer Plan. The Woodville Rural Community was identified as a target area for sewer extension in 1988 and again as part of the 2030 Master Sewer Plan. On April 26, 2011 the Board provided direction to add the Urban Fringe area west of Woodville as a target area. The Flood Study will ensure development is directed to appropriate locations in the Woodville Recharge Basin and protect existing volume-sensitive areas.

This project includes three components that will improve stormwater and sewer capacity as well as help reduce existing nitrate loading and manage future development in the area.

1. Woodville Recharge Basin Flood Study

The flood study will evaluate closed depression flooding throughout the Woodville Recharge Basin following high-volume storm events to ensure that future development occurs in appropriate locations. Leon County's experience in 1994 was that smaller closed depression areas were overwhelmed during tropical storms and began cascading to adjacent depressions. The product of this study will be a map indicating high water elevations and susceptible areas to be protected from development.

2. Woodville Rural Community Advanced Wastewater Treatment Service

The Woodville Rural Community begins three miles south of Capital Circle Southeast and includes approximately 2,600 acres. The proposed project will provide the rural community with access to sewer facilities designed to achieve Advanced Wastewater Treatment standards. This project would allow for higher density new development, redevelopment, and expanded commercial opportunities. Additionally, Advanced Wastewater Treatment reduces potential nitrate loading to the groundwater by approximately a factor of ten. Reducing the nitrate load helps to protect groundwater and achieve restoration goals for Wakulla Springs.

The Comprehensive Plan specifically recognizes the Woodville Rural Community on the Future Land Use Map and includes policy direction that “new development shall be concentrated in the urban service area plus in the Woodville Rural Community...” Policies for this area allow commercial development and residential development up to four units per acre, with an option to achieve up to eight units per acre through a Transfer of Development Units system that requires the protection of vulnerable lands outside of the designated rural community. The Comprehensive Plan also specifically identifies connection to sewer facilities designed to achieve Advanced Wastewater Treatment standards as the preferred method of wastewater treatment within the Woodville Rural Community to help minimize impacts on the groundwater.

Project #10: Woodville Water Quality

Page 3

3. Urban Fringe West of Woodville Advanced Wastewater Treatment Service

This Urban Fringe area expands west from Woodville Rural Community to include areas around Wakulla Springs Road and Crawfordville Highway. The 3,850 acre area was designated as a target sewer area by the Board of County Commissioners on April 26, 2011. Urban Fringe development is allowed at up to one unit per three acres and the Comprehensive Plan limits the use of central sewer to existing development or new conservation subdivisions. The Comprehensive Plan would need to be amended if there is a desire to allow central sewer to be used by future conventional subdivision in the Urban Fringe. The focus of this component of the project will be conversion of existing septic systems to Advanced Wastewater Treatment service.

Both the Woodville Rural Community and the adjacent Urban Fringe area are located inside the Primary Springs Protection Zone, an area designated in the Leon County Land Development Regulations based on the high potential for contaminants such as wastewater to reach the groundwater. A 2011 septic system management report by Lombardo Associates Inc., commissioned by Leon County, Wakulla County, and The City of Tallahassee, concluded that nearly all of the 7,500 septic systems in this area of Leon County will need to be converted to Advanced Wastewater Treatment in order to achieve the regulatory goal for nitrates in Wakulla Springs. The report also identified Woodville and the Urban Fringe area west of Woodville as candidates for connection to City sewer or for development of a cluster treatment system than can achieve Advanced Wastewater Treatment standards.

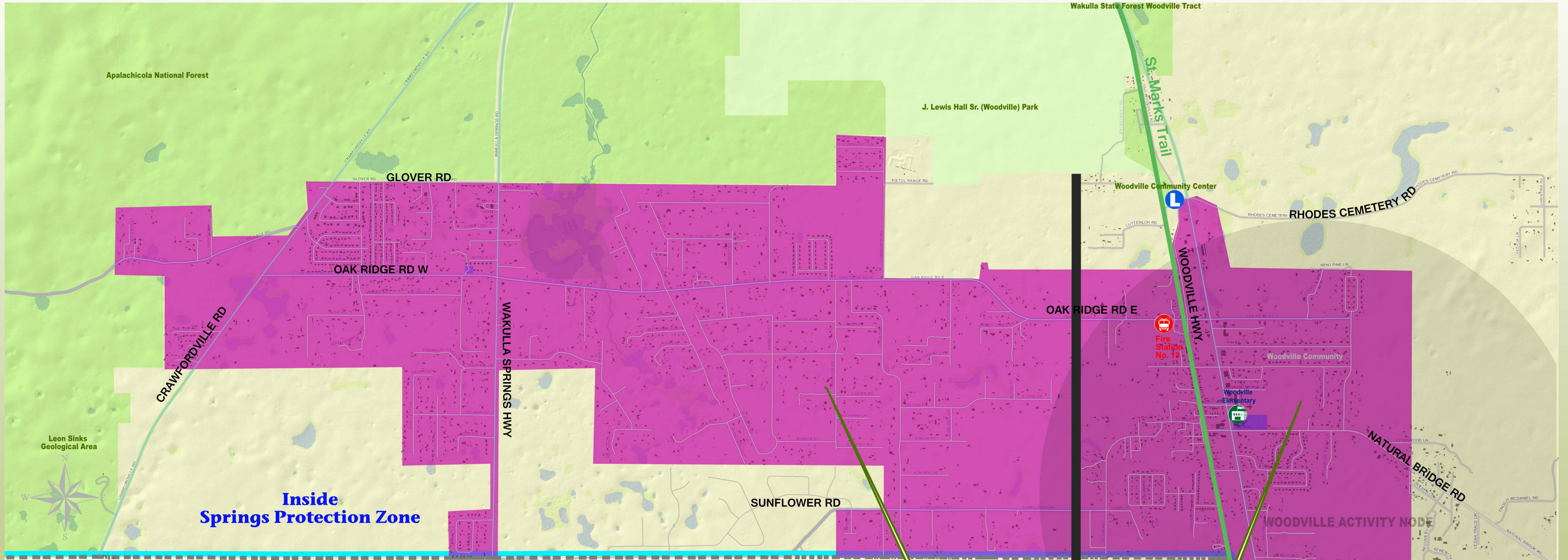
The table below provides basic information on the size and costs for the two project areas and separates the capital costs from the landowner connection costs for both areas. The capital cost includes engineering and construction to provide landowners with access to sewer. The connection cost includes the individual landowner expenses to abandon a septic system, provide plumbing from the street to the house, and pay system charges. These individual landowner expenses have not been included in the project cost.

Project Area	Acres	Existing Septic Systems	Capital Costs for Sewer	Landowner Connection Costs (\$12,000/system)	Capital+ Connection Costs
Woodville	2,600	1,274	\$24.5 million	\$15.3 million	\$39.8 million
Urban Fringe	3,850	1,671	\$33.4 million	\$20 million	\$53.4 million
Totals	6,450	2,945	\$57.9 million	\$35.3 million	\$93.2 million

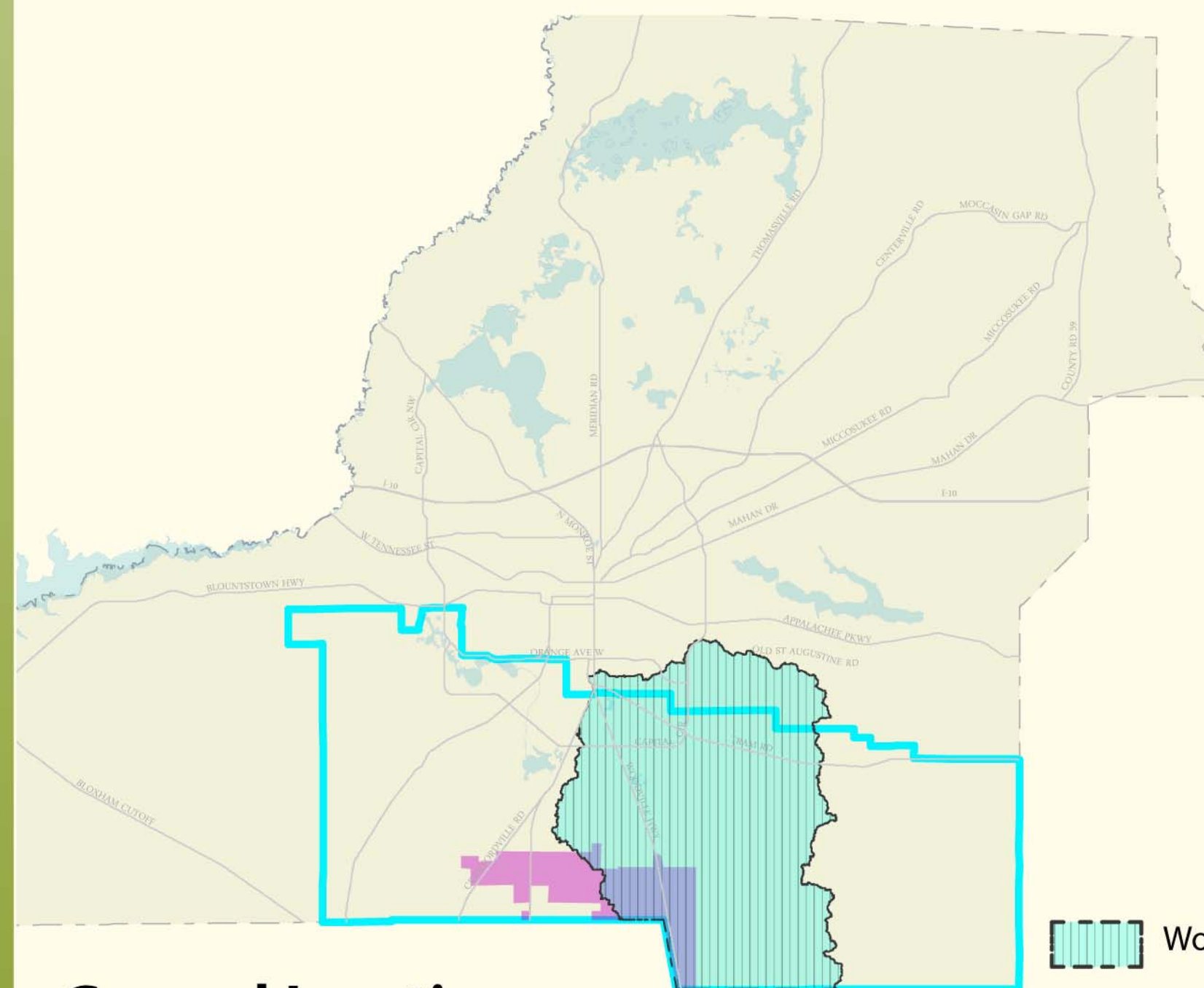
The County and City may choose to develop an incentive program and financing option to address the financial burden of individual landowner connection costs and allow for sufficient connections to ensure that maximum benefits are achieved from the public capital investment in the sewer system. Individual landowners will also be required to pay any monthly bills from the sewer provider (approximately \$65/month).

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered a core infrastructure project due to the sewer access improvements and water quality enhancements as detailed above.



Woodville Water Quality



General Location

Legend

- Woodville Sewer
- St. Marks Trail
- Springs Protection
- Existing Sidewalks, Bike Routes
- Park Trails
- Parks
- Waterbodies

Woodville Water Quality Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Woodville Recharge Basin



TALLAHASSEE-LEON COUNTY
PLANNING DEPARTMENT
PLACE · PLANNING · LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

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Proposed Project for the Sales Tax Extension

Project #11: Northeast Park

Estimated Project Cost: \$13.13 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northeast Park is 100-acre parcel located at the corner of Proctor Road and Thomasville Road. Currently, the northeast area of the County is the only geographically area that is not served by a community park. During the May 22, 2012, the Board of County Commission purchased the park land. While specific elements of the project will be determined by the community's needs and input, it is anticipated that the activity-based facilities will be limited to approximately 55 acres within the tract and will include the following:

- Little League fields
- Multi-purpose fields
- Junior/Senior Major fields
- Concession/restroom facilities
- Adequate parking, lighting, irrigation, scoreboards, bleachers, sidewalks
- A maintenance building
- Playground
- Natural trails and trail head
- Necessary stormwater facilities

The remaining approximate 45 acres of the park will be set aside as a passive park and will include trails for hiking and biking.

This project also includes the realignment and paving of Proctor Road within the confines of the park property. Additionally, a north-bound turn lane would need to be added on Thomasville Road to facilitate traffic flow into the park.

Project Criteria Detail:

Comprehensive Plan: This project supports the Goal, Objectives and Policies within the Parks and Recreation element of the Comprehensive Plan. In particular, two are listed below:

- Parks and Recreation Element Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County.
- Parks and Recreation Policy 1.1.4: In the acquisition and development of future park facilities, priority shall be given to the preservation of natural vegetation and land features, consistent with the functional purpose of the individual park. As a minimum, a system-wide average of 50% of the natural features will remain undeveloped except for inclusion of passive recreational facilities, such as trail systems, ancillary parking, and picnicking facilities. This system-wide policy is based on the recognition that some types of facilities (such as golf course and ball fields), due to their design requirements and functions, will require greater disturbance of natural features than would other types of park facilities. This standard shall be based on all lands included in the level of service system provided in Policy 1.1.1 [R] above, not on the land holdings of an individual government.
- Parks and Recreation Element Policy 1.1.5: Design and construction of all future activity based parks and any future redesign of existing activity based parks will include equipped children's playground areas whenever feasible.

Project #11: Northeast Park

Page 2

Regional Mobility Plan: N/A

Greenway Master Plan: This project will also provide for passive recreation over the remaining approximate 40 acres including trails for hiking and biking.

Connectivity: N/A

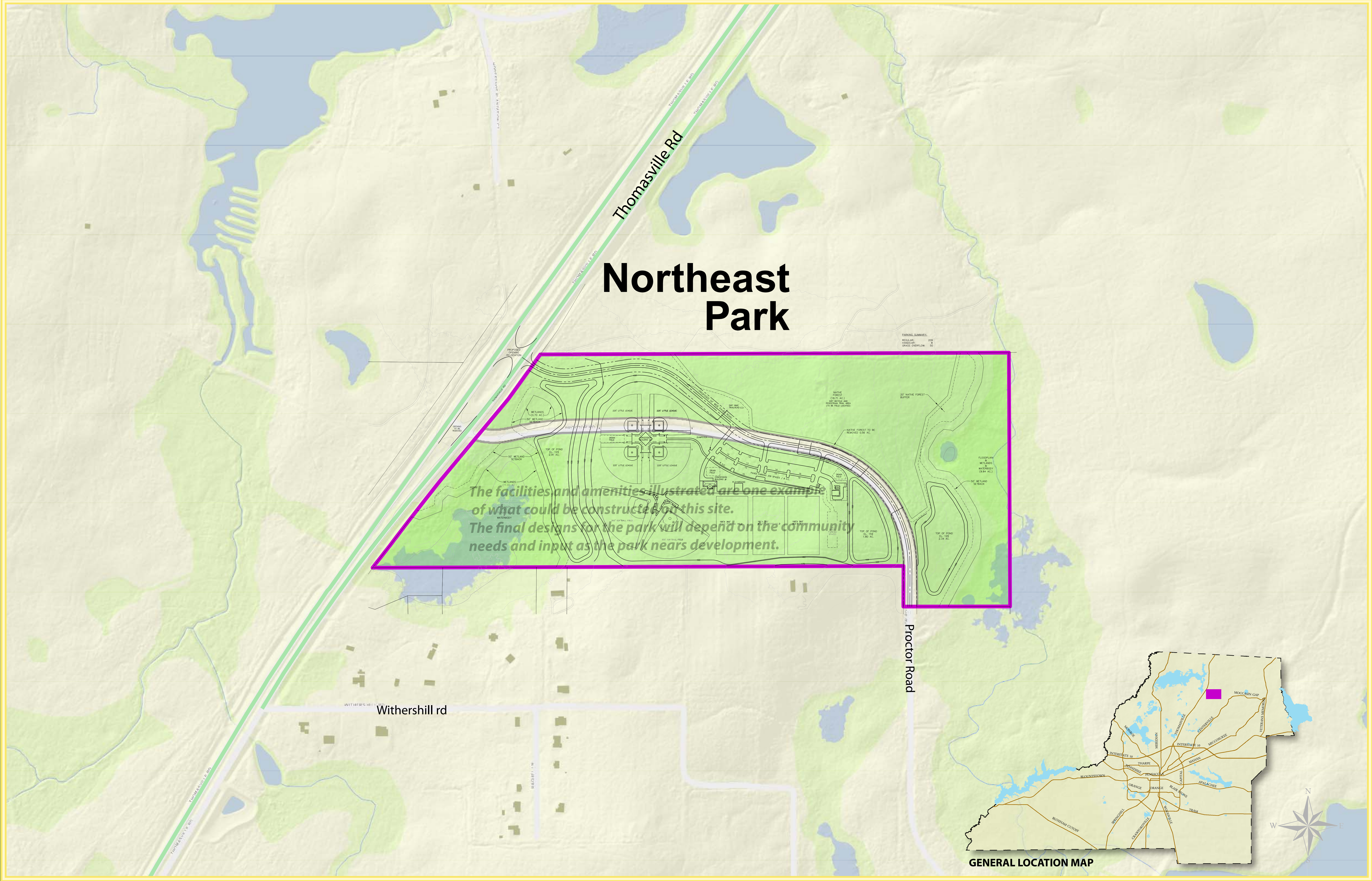
Complements Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: This project fills a significant gap in recreational facilities that currently exists in the northeast section of the County. The facilities and amenities illustrated on the map are one example of what could be constructed on Northeast Park site. The final designs for the park will depend on the community needs and input as the park nears development. Alternative illustrations are available upon request.



Northeast Park

Legend

- Proposed Project
- Existing Sidewalks, Bike Routes
- Parks
- Major Lakes

Northeast Park Project Criteria

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |



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0 0.2 0.4 0.8 Miles

Proposed Projects for the Sales Tax Extension

Project #12: Additional Sidewalks and Mobility Improvements

Estimated Project Cost: \$46.9 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the construction of sidewalks to enhance pedestrian mobility by providing pedestrian linkages along county roadways. The sidewalks in this project are in addition to any sidewalk identified in the other projects.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Policy 1.2.8: Provide a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build Safe Routes to Schools projects.
- Objective 1.3 Connectivity and Access Management: Reduce vehicle trip demand, increase access and safety for cyclists and pedestrians, and preserve the integrity of the transportation system with effective connectivity and access management programs.

Regional Mobility Plan: Sidewalks are a major component of the regional mobility plan which promotes multiple modes of transportation. Pedestrian links provides interconnectivity between residential and commercial areas thereby providing non-vehicle focused safe transportation alternatives.

Greenway Master Plan: Some sidewalk segments can provide safe connectors to the existing trail and greenway networks.

Connectivity: Constructing sidewalks may help provide safe routes to schools as well as pedestrian access to parks and other greenspace area. The proposed sidewalks also may connect neighborhoods to other local amenities such as libraries, parks, commercial areas, and other neighborhoods.

Complements Blueprint 2000 Project(s): The proposed sidewalks may complement several Blueprint 2000 Projects.

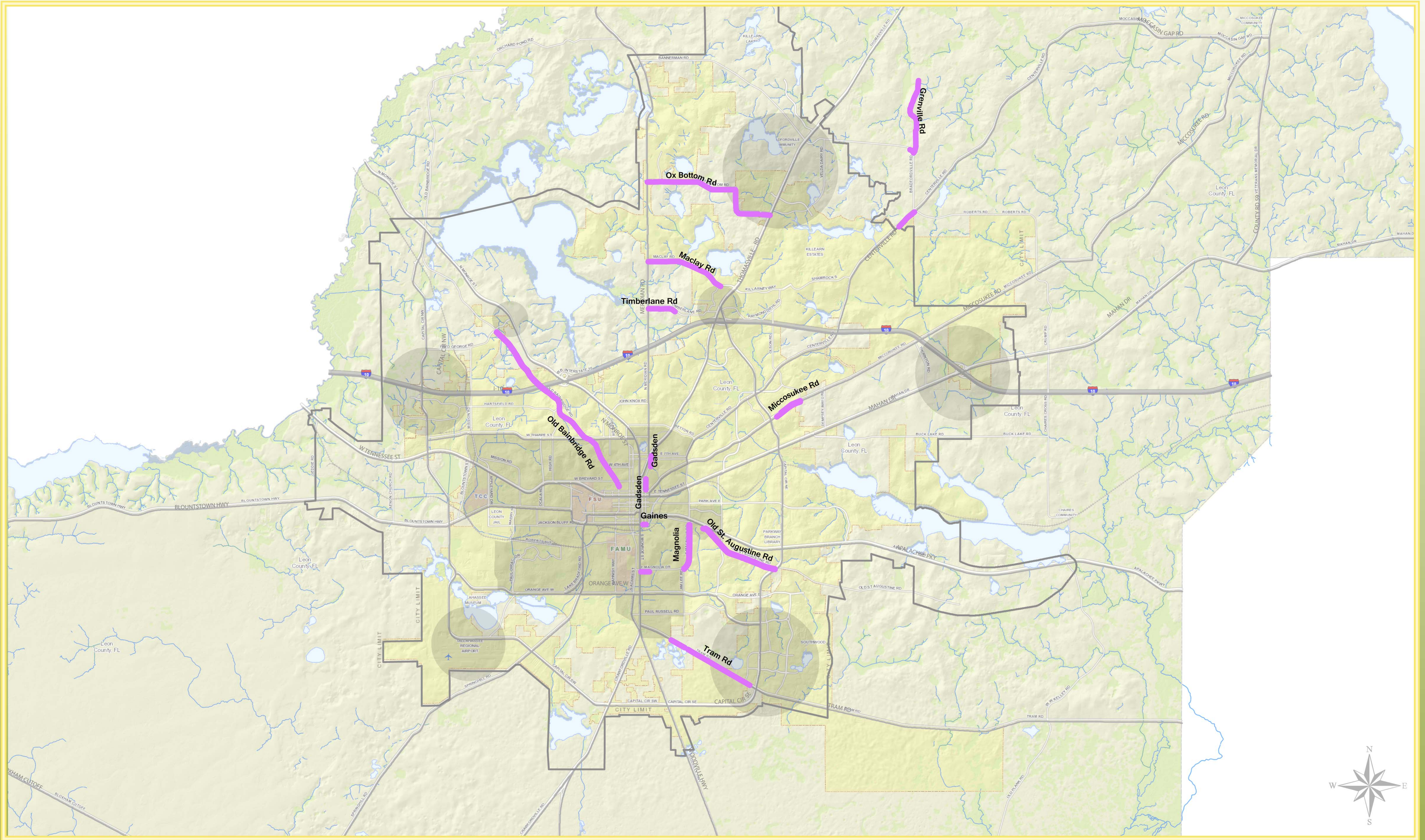
Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: As a major component of the regional mobility plan, sidewalks are considered a core infrastructure project which promotes multiple modes of transportation. Pedestrian links provide interconnectivity between residential and commercial areas thereby providing non-vehicle focused safe transportation alternatives.

Proposed Sidewalk and Mobility Improvements		
Location	Length	Cost
Centerville - Pimlico to Roberts Rd	2652 Ft. of sidewalk	950,000
Maclay - Meridian Rd to City Limits	5400 Ft. of sidewalk	1,980,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Miccosukee - Capital Circle to Fleischman	5150 Ft. of sidewalk	1,810,000
Ox Bottom RD - Meridian Rd to Thomasville Rd	17607 Ft. of sidewalk	3,100,000
Timberlane RD - Meridian Rd to Thomasville Rd	3360 Ft. of sidewalk	850,000
Tram RD - S Monroe to Capital Circle	10003 Ft. of sidewalk	2,550,000
Magnolia - Hokolin Nene to Toochin Nene	1361 Ft. of sidewalk on east side	500,000
Magnolia -Hokolin Nene to Toochni Nene	1361 Ft. of sidewalk on west side	500,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on east side	620,000
Magnolia - Jim Lee to Hokolin Nene	1750 Ft. of sidewalk on west side	620,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on north side	400,000
Magnolia - Meridian to Monroe	1094 Ft. of sidewalk on south side	400,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on east side	850,000
Magnolia - Toochin Nene to Lafayette	2413 Ft. of sidewalk on west side	850,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on north side	1,220,000
Old St. Augustine - Blair Stone to Indian Head	3476 Ft. of sidewalk on south side	1,220,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on north side	1,100,000
Old St. Augustine - Midyette to Paul Russell	2934 Ft. of sidewalk on south side	1,100,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the north side	650,000
Old St. Augustine - Midyette to Capital Circle	1850 Ft. of sidewalk on the south side	650,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on north side	800,000
Old St. Augustine - Paul Russell to Blair Stone	2231 Ft. of sidewalk on south side	800,000
Centerville - Buford to Fleischmann	3101 Ft. of sidewalk on east side	800,000
Gadsden - Carolina St. to McDaniel	1340 Ft. of sidewalk on east side	470,000
Gadsden - Ingleside to Seventh Ave.	1107 Ft. of sidewalk on east side	390,000
Gadsden - McDaniel to Ingleside	1515 Ft. of sidewalk on east side	530,000
Gadsden - Seventh to Ninth	943 Ft. of sidewalk on east side	330,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on north side	200,000
Gaines - Gadsden to Monroe	743 Ft. of sidewalk on south side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on north side	100,000
Gaines - Lafayette to Gadsden	385 Ft. of sidewalk on south side	100,000
Grenville Road - Pisgah Church Rd to Proctor Rd	9150 Ft. of sidewalk on west side	3,300,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on east side	225,000
Old Bainbridge - Brevard St. to Georgia	433 Ft. of sidewalk on west side	225,000
Old Bainbridge - Brevard to I-10	12765 Ft. of sidewalk on east side	4,470,000
Old Bainbridge - Brevard to I-10	11575 Ft. of sidewalk on west side	4,100,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on east side	3,000,000
Old Bainbridge - I-10 to Fred George	8465 Ft. of sidewalk on west side	3,000,000
Pisgah Church Road - west end of existing trail to Grenville Rd	560 Ft. of sidewalk on north side	230,000
Sidewalks Total		\$ 46,900,000



Additional Sidewalks and Mobility Improvements

Legend

- Sidewalk & Mobility Improvements
- Mobility District/Activity Nodes
- Urban Service Area
- Major Lakes
- Parks
- City Limits

Sidewalks and Mobility Improvements Project Criteria:

- | | |
|----------------------------|---|
| Comprehensive Plan | Water Quality Enhancements and Green Infrastructure |
| Regional Mobility | Stormwater/Sewer Capacity Improvements |
| Greenway Master Plan | Transportation Capacity Improvements |
| Connectivity | Core Infrastructure |
| Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

Project #13: Intersection Safety and Improvements

Estimated Project Cost: \$5.8 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. Intersection improvements can also have significant impacts on the capacity of road sections as it relates to concurrency management. Occasionally, improvements can be coordinated with improvements being performed by other governmental agencies such as the Florida Department of Transportation and the City of Tallahassee.

Project Criteria Detail:

Comprehensive Plan: This project supports the Mobility element of the Comprehensive Plan as listed below.

- Objective 1.5: Improve the safety and preserve the integrity of the arterial and collector street system with an effective access management and traffic signal control program and with the use of traffic operations features to maximize the capacity of the existing street system.

Regional Mobility Plan: The project includes several intersections identified in the regional mobility 'Needs Plan'.

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): This project improves intersections that may complement several Blueprint 2000 Projects.

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

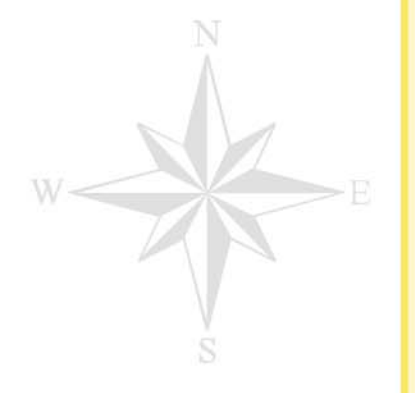
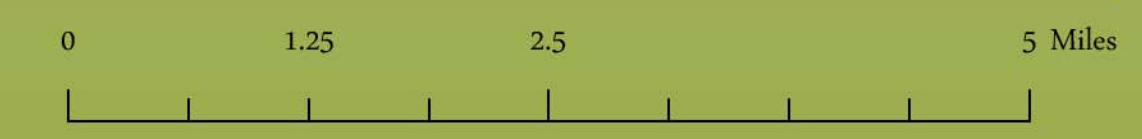
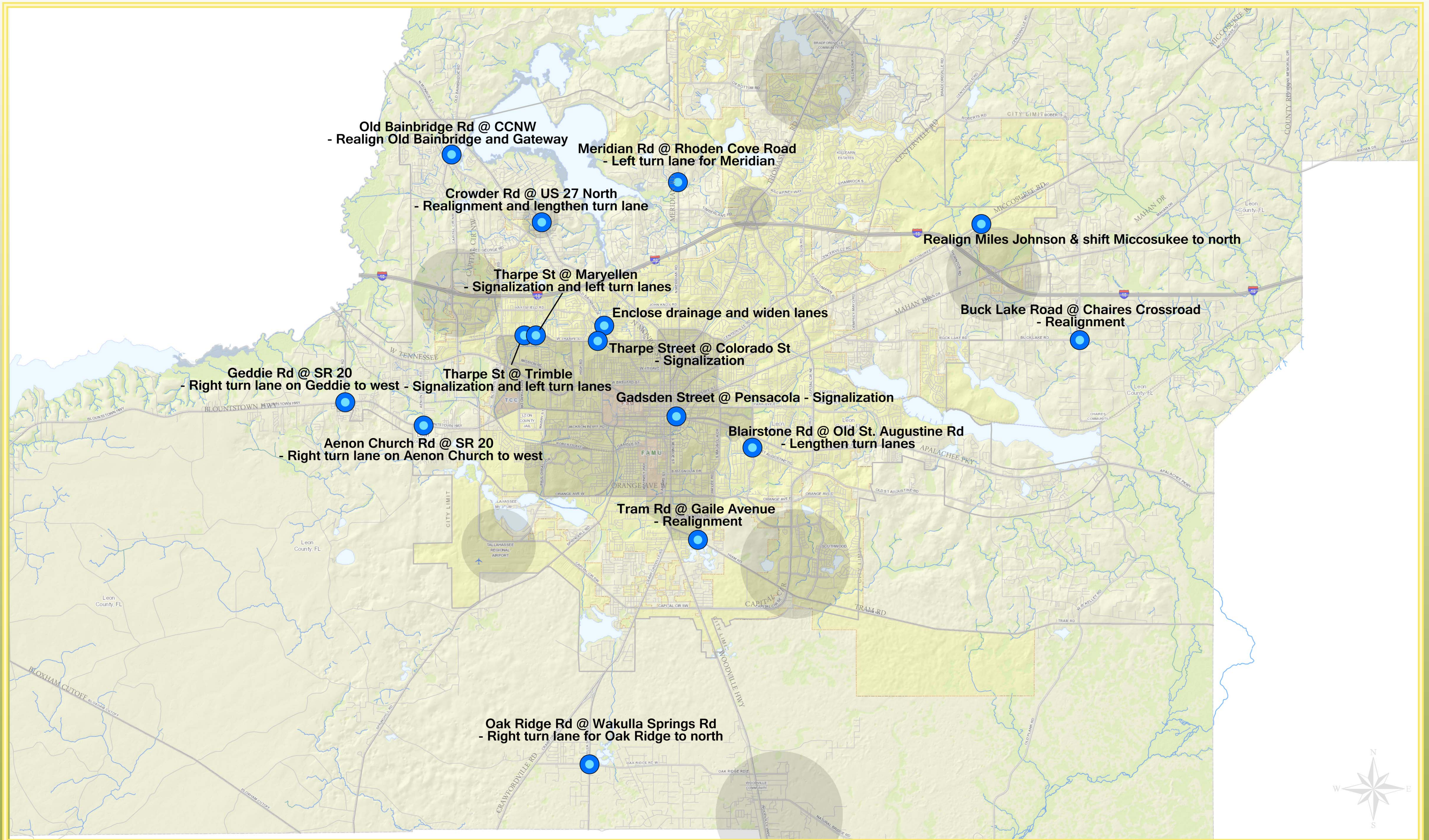
Transportation Capacity Improvements: N/A

Core Infrastructure: As major component of the regional mobility plan, intersection improvements are considered core infrastructure projects which maintain safe and efficient operations of the roadways.

Project #13: Intersection and Safety Improvements

Page 2

Intersection and Safety Improvements		
Location	Description	Cost
Blair Stone Road at Old St. Augustine Road	Lengthen turn lanes	400,000
Oak Ridge Road at Wakulla Springs Highway	Construct westbound turn lane with 175 feet of storage on C.R. 2204 (Oak Ridge Road)	150,000
Old Bainbridge Road at CCNW	Realign Old Bainbridge Road at CCNW with Gateway Drive to improve safety of intersection (may be a part of the Orchard Pond Toll Road project)	825,000
Old Bainbridge Road at Raa Avenue	Severe drop-offs at returns, enclose ditch north and south of Raa and improve intersection 450FT	125,000
Miles Johnson Road at Miccosukee Road	Realign Miles Johnson Road and shift Miccosukee Road to the north to improve the sight distance	400,000
Meridian Road at Rhoden Cove Road	Left turn lane for Meridian northbound	250,000
Aenon Church Road at State Road 20	Right turn lane for Aenon Church to west	1,000,000
Geddie Road at State Road 20	Right turn lane for Geddie to west	400,000
Crowder Road at US 27 North	Realign intersection at US 27 with turn lane addition and sidewalk	1,100,000
Buck Lake Road at Chaires Crossroad	Realign Buck Lake Road	250,000
Gadsden Street at Pensacola Street	Signalization (joint project with City)	150,000
Tharpe Street at Maryellen Street	Signalization and left turn lanes for Tharpe Street (joint project with City)	400,000
Tharpe Street at Trimble Road	Signalization and left turn lanes for Tharpe Street (joint project with City)	400,000
Intersection Total		\$ 5,850,000



County Intersection Safety Improvements

Legend

- Intersection Improvements
- Mobility District/ActivityNodes
- Urban Service Area
- Parks

Intersection Safety and Improvements Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |



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Proposed Project for the Sales Tax Extension

Project #14: County Road Resurfacing

Estimated Project Cost: \$156.6 million

Project Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Water Quality Enhancements and Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Compliments BP2000 Project | |

Project Description:

This project is for the County's on-going road resurfacing program. Best practices indicate that the County should resurface arterial roads every 8 years (33.9 miles per year), local roads every 12 years (23.3 per year), and public access roads as needed.

The current gas tax revenues do not provide any funds towards the County's resurfacing program or intersection/safety improvements. The road resurfacing program is supported through the balance of funds remaining from the prior infrastructure sales tax. This allocation occurred in FY2008 when the County recommitted existing resources away from new projects towards the maintenance of existing infrastructure (such as resurfacing). Based on current projections, these funds will be depleted during FY2014. Beginning in FY2014, staff continues to recommend utilizing sales tax resources for the resurfacing and intersection/safety improvement program through the County's 10% share of the existing sales tax.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Capital Improvement elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- **Capital Improvement Element Policy 2a:** Priorities of Capital Improvements within a Type of Public Facility. Capital improvements within a type of public facility are to be evaluated on the following criteria and considered in the order of priority listed below. The local government shall establish the final priority of all capital improvements using the following criteria as general guidelines. Any revenue source that cannot be used for a high priority facility will be used beginning with the highest priority for which the revenue can legally be expended. Repair, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining standards for levels of service adopted in this Comprehensive Plan.

Regional Mobility Plan: This project rehabilitates the existing infrastructure network supports neighborhood and regional roadway investments by the preservation of the current roadway network.

Greenway Master Plan: N/A

Connectivity: This project will maintain county roadways and support connectivity through improved rideability of the roadways.

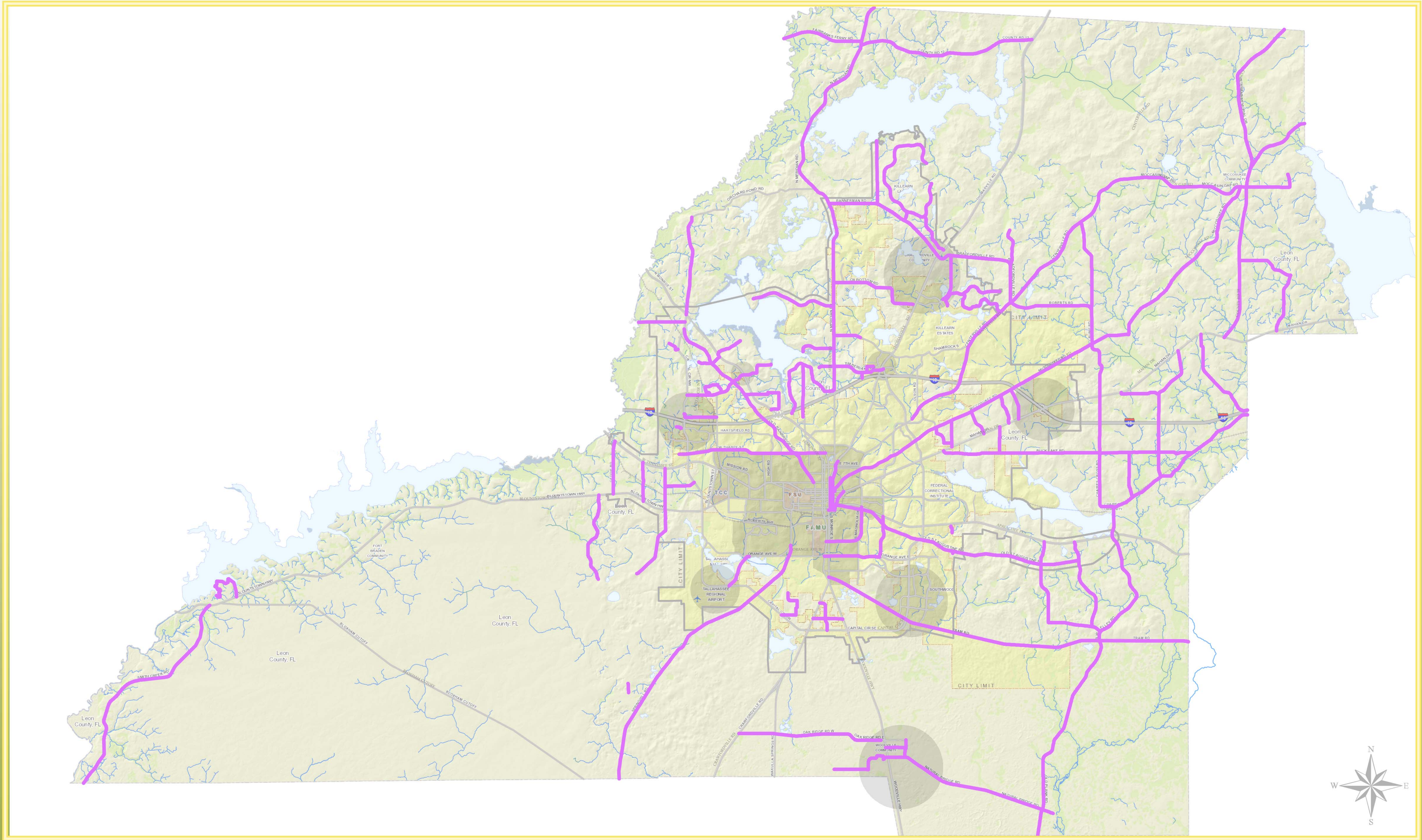
Compliments Blueprint 2000 Project(s): N/A

Water Quality Enhancements and Green Infrastructure: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: This project is considered core infrastructure projects which enhance the safety and efficient operations of the roadways for all vehicles.





County Road Resurfacing

Legend

- County Road Resurfacing
- Mobility District/Activity Nodes
- Urban Service Area

County Road Resurfacing Project Criteria:

<input checked="" type="checkbox"/> Comprehensive Plan	<input type="checkbox"/> Water Quality Enhancements and Green Infrastructure
<input checked="" type="checkbox"/> Regional Mobility	<input type="checkbox"/> Stormwater/Sewer Capacity Improvements
<input checked="" type="checkbox"/> Greenway Master Plan	<input type="checkbox"/> Transportation Capacity Improvements
<input checked="" type="checkbox"/> Connectivity	<input checked="" type="checkbox"/> Core Infrastructure
<input type="checkbox"/> Compliments BP2000 Project	



TALLAHASSEE-LEON COUNTY
**PLANNING
DEPARTMENT**
PLACE - PLANNING LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

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Proposed Projects for the Tax Extension

Project #15: County Facilities Infrastructure Improvements

Estimated Project Cost: \$42 million

Project Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Comprehensive Plan | <input type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input type="checkbox"/> Regional Mobility | <input type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input type="checkbox"/> Transportation Capacity Improvements |
| <input type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for county facilities infrastructure improvements with a lifespan of five years or more in accordance with Florida Statutes. During the project identification process, staff identified over \$75 million of facilities improvements over the next 20 years to county buildings such as the Main Library, branch libraries, Public Works and Facilities offices, community centers, the Public Safety Complex, and other county facilities. It is important to note that County facilities and infrastructure have numerous additional needs that will need to be funded through the annual budget process. The needs included in this proposed project are court and public safety buildings which are vital core infrastructure facilities. These improvements include construction and/or maintenance performed on the exterior, mechanical, and electrical. Although not included in these preliminary estimates, future population growth will most likely require additional courtrooms and inmate pods. The County Facilities Infrastructure Improvements project meets the core infrastructure criterion and is a critical component of the long term capital improvement program.

The County Facilities Infrastructure Improvement project proposed improvements include the following:

- **Leon County Courthouse and Annex:** According to Florida Statue 29.008, Leon County is required to fund the cost of communications services, construction and/or lease, maintenance, utilities, and security of facilities for the circuit and county courts, public defenders' offices, state attorney's offices, guardian ad litem offices, and the offices of clerks of the circuit and county courts performing court related functions.

Over the next 20 years, the Leon County Courthouse and Annex will need construction and/or maintenance performed on the exterior, mechanical and electrical for a total of \$23.8 million. Although not included in these preliminary estimates, future population growth will most likely require additional courtrooms. Any improvements to the Courthouse and the Annex will be made in accordance with the Leon County Office of Resource Stewardship initiatives. This construction and maintenance is required under Florida law and is an allowable expense for the local governance infrastructure surtax as stated in FS 212.055(2)(d)(1)(c):

"For the purposes of this paragraph, the term "infrastructure" means ... c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008."

- **Leon County Jail:** According to Florida Statue 30.49, the Leon County Sheriff must submit a proposed budget for all proposed expenditures excluding the cost of construction, repair or capital improvements of county buildings. Due to the fact that Leon County jail is a county building, the County is required to maintain the facility including funding the cost of construction and/or repair.

Project #15: County Facilities Infrastructure Improvements

Page 2

Over the next 20 years, the Leon County Jail will need construction and/or maintenance performed on the exterior, mechanical, and electrical for a total of \$18.2 million. Although not included in these preliminary estimates, future population growth will most likely require additional inmate pods. Any improvements to the Courthouse and the Annex will be made in accordance with the Leon County Office of Resource Stewardship initiatives. This improvement is an allowable expense for the local governance infrastructure surtax as stated in FS 212.055(2)(d)(1)(a):

“For the purposes of this paragraph, the term “infrastructure” means: a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years and any related land acquisition, land improvement, design, and engineering costs.”

Project Criteria Detail:

Comprehensive Plan: N/A

Regional Mobility Plan: N/A

Greenway Master Plan: N/A

Connectivity: N/A

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: N/A

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: N/A

Core Infrastructure: The Leon County Courthouse, Courthouse Annex, and Jail are facilities that are critical to the core function of county government. The improvements made to these facilities will be made in accordance with the Leon County Office of Resource Stewardship initiatives. As state previously, County facilities and infrastructure has numerous needs that will be funded through the annual budget process. The needs included in this proposed project are critical buildings that must be maintained according to Florida Statute.

Proposed Project for the Sales Tax Extension

Project #16: Private Dirt Road Paving Program

Estimated Project Cost: \$52 million

Project Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Green Infrastructure & Water Quality Enhancements |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input type="checkbox"/> Complements BP2000 Project | |

Project Description:

This project is for the paving of private dirt roads in the incorporated area of Leon County. Currently, for the majority of development activity, developers are required to build roads to County standards regardless if the road is public or private. There are exceptions for large rural tracts based on intensity and density. Staff has identified 195 miles of unpaved dirt roads. Specific criteria would need to be developed to prioritize roads, such as a minimum number of lots accessing the road.

Under the sales tax extension, the County could develop a program that provides funding towards the paving of the private roads if it met certain criteria, which may include, but not be limited to: 100% of the ROW being donated and 2/3's of the property owners to sign a petition requesting the project. Paving of existing dirt roads will require additional resurfacing dollars to preserve the investment in the new infrastructure.

Project Criteria Detail:

Comprehensive Plan: This project supports the both the Mobility and Conservation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Mobility Element Policy 1.3.4 Design, construct, and maintain transportation facilities to prevent flooding, minimize pollution, and maintain natural stormwater quantity, timing, rate, and direction of flow characteristics consistent with the adopted Stormwater Level of Service Standard.
- Conservation Element Goal 1: Preserve, protect and conserve the ecological value and diversity of natural resources in Tallahassee and Leon County.

Regional Mobility Plan: Paved roadways enhance transportation mode opportunities.

Greenway Master Plan: N/A

Connectivity: Paving of dirt roads provides the increased opportunity for pedestrians and bicycles and enhances a varied sector of the population to utilize and access the overall transportation network. Further paving the roadways increases access to residential neighborhoods during inclement weather and provides an efficient means for police, fire and EMS to respond without threat of being adversely impeded by poor roadway conditions.

Complements Blueprint 2000 Project(s): N/A

Green Infrastructure and Water Quality Enhancements: Paved roadways with proper stormwater treatment improves water quality with the reduction of soil erosion to adjacent natural systems.

Stormwater/Sewer Capacity Improvements: N/A

Transportation Capacity Improvements: Paved roadways improve the efficiency of vehicular movements by providing an all weather driving surface.

Core Infrastructure: Dirt road improvements are considered core infrastructure projects which enhance the safety and efficient operations of the roadways and provide improved access for law enforcement and emergency vehicles.